

NAVAL AND MILITARY
M E M O I R S
O F
G R E A T B R I T A I N,

FROM THE YEAR 1727, TO THE PRESENT TIME.

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GREAT BRITAIN AND IRELAND.

V O L. I.

L O N D O N:

PRINTED FOR J. STRACHAN, N^o 67. STRAND;
AND P. HILL, EDINBURGH.

1790.

P R E F A C E.

THE following Work is intituled, NAVAL AND MILITARY MEMOIRS OF GREAT BRITAIN. The Author does not assume the name of *History*; both because he was diffident of his own abilities, to give his Work the high polish and finishing which a well written History requires; and because his plan was to be more particular and minute, respecting individual services, than general history will admit of. Upon a subject which he considers as of the highest importance to his country, he has been long assiduously employed in collecting materials; and he hopes now to be able to lay before the Public, that ample and particular information of Naval Transactions, which seemed to be so much wanted by the inhabitants of this island.

The Military Transactions recorded in these Volumes, are such only as have a relation to maritime affairs, or are connected with naval

services, which form the primary and principal object of the present Work. In this view, he is of opinion, that many advantages may result from an accurate examination of such combined expeditions; and he has therefore been minute in the detail of them.

The Narration of Naval and Military Services commences with the year 1727, where the celebrated Doctor Campbell, in his Lives of the Admirals, leaves off; and it is meant to be continued to the year 1789. The volumes at present published, proceed as far as 1763. The sequel is in great forwardness; and if the Public shall approve of what is now laid before them, the rest, consisting of more recent and newer materials, will soon after follow.

With respect to Naval Transactions, his intention is to be full and complete; giving a particular account not only of the operations of fleets and squadrons, but noticing every action fought by single ships, and every instance of meritorious naval service. Such minuteness he deems essential to his plan: and he thinks it may prove highly beneficial to his country. It is not the magnitude of the object that makes courage or zeal conspicuous, or merit more apparent: the private Captain, in fighting even
a sloop

a sloop of war, may manifest that professional skill and ability, which shall hereafter point him out to his country as qualified to be entrusted with her highest and most important commands.

Upon this occasion, he begs leave to return his sincere thanks to those Gentlemen who received his enquiries respecting particular services with so much civility, and answered them with so much politeness, and in a manner, in general, so satisfactory to him. He flatters himself, that none who considered his motives for making the request, could possibly be offended with the liberty he had taken.

That the narration might not be too much incumbered, he has, in the text, omitted the description of places, most of the public letters, capitulations, naval and military returns, lines of battle, &c. &c. But, as he holds such particulars to be essential for the complete information of the reader, he has carefully collected them, and placed them chronologically, in a copious Appendix, subjoined to each volume, to be referred to at pleasure.

Such is the plan of the Work. With regard to the style, the Author meant to be plain, and wished to be perspicuous. In the collection
of

of materials he has been assiduous, and, he hopes, successful. To Britain, no subject can be of equal importance with her Navy. Its history, from the æra at which these Memoirs commence, has hitherto been defective; principally from the want of information in those authors who have attempted its continuation. To supply that information, is the great object of the present Work; and by so doing, to rouse the attention of Britain to her Navy, which must for ever be the Bulwark of her strength, and the Tower of her glory.

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NAVAL

NAVAL AND MILITARY
MEMOIRS
OF
GREAT BRITAIN,
FROM THE YEAR 1727 TO 1789.

1727.

HIS Majesty King GEORGE I. being on his journey from England to Hanover, was taken ill on the road, on the 10th of June. He reached Osnaburgh on the evening of this day, about ten o'clock. Here he was let blood. This did not afford his Majesty any relief; and he expired about one in the morning of the 11th, at the palace of his brother the Bishop, aged sixty-seven. He was succeeded in his regal and electoral dominions by his only son King George II., then in the forty-fourth year of his age.—For the better understanding of the events narrated in these Memoirs, it will be necessary to lay before the reader, the situation of public affairs in which his Majesty found his kingdom, at his accession to the throne.—By the treaty of Vienna, the Emperor and the King of Spain were become firm allies: And, from some articles in this treaty, his late Majesty had great reason to apprehend, that designs were not only formed against his German territories, but that the invasion of Great

Britain was also intended, with a view of restoring the family of Stuart to the throne, and that Russia meant to join them in favour of this enterprize. The Emperor, moreover, had so entirely forgotten how much he was obliged to Great Britain, who had so recently served him, by wresting the island of Sicily from the Spanish monarchy, and restoring it to him, that he set up an East India Company at Ostend, in order to hurt her commerce; and it was agreed by this treaty, that the subjects of the House of Austria should enjoy greater privileges in their trade with Spain, than what were allowed to other nations. These two last-mentioned articles were very offensive to the great commercial nations of Europe, viz. Great Britain, France, and the States General; and were the means of bringing about a treaty between these three powers, which was signed at Hanover, and to which the Kings of Prussia, Denmark, and Sweden, soon after acceded. Every state prepared for war; yet all professed their intentions were, to maintain the peace of Europe. After the formidable alliance concluded at Hanover, the Emperor appeared to be overawed, and remained quiet. It appears, that one of the principal designs of the British Ministry, in forming this treaty, was, to humble and lessen the power of the House of Austria, in whose cause so much of British treasure had been frequently lavished. In 1726, a great number of ships had been put in commission; and a fleet was dispatched to the Baltic under Sir John Jennings, who, at Copenhagen, was joined by a squadron of Danish ships of war: this effectually secured the peace of the North, and prevented the Russians from attacking Sweden. It was thought, however, that the Courts of Vienna and Madrid could not put their ambitious designs in execution, without the aid of the immense treasure expected by the latter from their American dominions: To prevent the arrival of which, Rear-Admiral Hosier was sent with a powerful squadron to the West Indies, with orders to block up the galleons in the harbour of Carthage; or, if they came out, to endeavour to secure them, without embezzlement, until justice and satisfaction should be given to his Majesty and his allies*. Admiral Hosier chose his station off the Bastimentos, but died soon after his Majesty's

* Political Register for the year 1729, page 150.

ty's accession to the throne, by many supposed of a broken heart, arising from the instructions he had received, which tied him up from acting with vigour against a power who had so wantonly and repeatedly insulted his country with impunity. The Spaniards, for the insult offered to them in blocking up the galleons, laid siege to Gibraltar; to the succour of which fortrefs Sir Charles Wager was sent as soon as he returned from the Baltic, with a strong squadron, and three regiments of infantry. As soon as the season would permit, Sir John Norris was likewise sent to the Baltic with a strong squadron, and with the same pacific intentions as that sent thither last year. In the mean time a negociation was carried on at Paris, through the mediation of France, for adjusting the disputes and claims of all parties, notwithstanding which, the Spaniards still continued their ill-directed operations against Gibraltar: their army was commanded by the Marquis de las Torres, who made but a slow progress in this siege, which is only remarkable for a vain attempt to blow up the rock, by means of a mine placed under Willis's and the Queen's batteries, and for the circumstance of the Duke of Wharton serving as a volunteer in the Spanish army.

When his Majesty ascended the throne, the British Ministry consisted of the following great personages, viz. Sir Robert Walpole, K. G. First Lord of the Treasury, and Chancellor and Under-Treasurer of the Exchequer; the Duke of Newcastle, and Lord Viscount Townshend, Secretaries of State; the Duke of Devonshire, President of the Council; Lord Trevor, Lord Privy Seal, and the Earl of Berkeley, First Lord Commissioner of the Admiralty; the other commissioners at that board being, Sir John Jennings, knight, John Cockburn, Esq; William Chetwynd, Esq; Sir John Norris, Sir Charles Wager, knights, and Sir George Oxenden, baronet: Lord Carteret, the Lord Lieutenant of Ireland was occasionally consulted.

Such was the situation of affairs when George II. mounted the throne. Great changes were expected, but he chose to continue in office the confidential servants of his father. It was soon perceived that Sir Robert Walpole had obtained the Royal confidence, possessing, to the full, as much power as he

had done in the late reign. Toward the close of this year, a new Board of Admiralty was constituted, and was as follows: George Lord Viscount Torrington, first commissioner; the other commissioners being John Cockburn, Esq; Sir John Norris, Sir Charles Wager, knights, Sir Thomas Lyttelton, baronet, George Lord Viscount Malpas, and Samuel Molyneux, Esq.

A cessation of arms having been agreed on between the Governor of Gibraltar and the Marquis de las Torres, the general of the besieging army, in consequence of the preliminary articles for a general peace being signed at Paris; and as intelligence of this had been received by Admiral Sir Charles Wager, he availed himself of this circumstance, to take a trip to Tangier, with the fleet under his command, rightly judging, that its formidable appearance would be the surest means of bringing the Moors, who were growing troublesome, to proper terms, and of preventing them from breaking the truce subsisting between Great Britain and themselves. On the 7th of August, he anchored with his squadron in the road of Tangier. The Emperor of Morocco, not accustomed to so powerful a visitor, most readily complied with all the demands made by the Admiral, and entertained him and his principal officers with great magnificence. Having finished this business, he returned to Gibraltar on the 31st, where he learned that the Spaniards were violating the terms agreed on, and, so far from desisting from all military operations, were actually busied in the transport of all sorts of materials for repairing their ruined batteries and approaches, and had resolved to continue the siege until a courier returned from London. Sir Charles Wager sent Lord Forbes with a letter to the Spanish general, complaining of his proceedings: to this his Excellency made answer, that he would get the Admiral's letter translated, and would then return an answer to it. The Admiral receiving intelligence that great preparations were making at Cadiz in favour of the Pretender, he sailed on the 18th with his squadron for that place; and when off the harbour, he sent in his Majesty's ship the Prince Frederick, whose captain was charged with a letter to the Governor of the place: on this head the Admiral

was soon made easy, as the captain on his return reported, that so far from there being any warlike preparations making there for the invasion of Great Britain, the Spanish fleet was laid up. The Admiral, the better to protect our own trade, and annoy that of the enemy, continued to cruize off the coast of Spain, keeping a sharp look-out after the Barbary states; and he once more dispatched the Prince Frederick to Cadiz, to observe what the Spaniards were doing there. She returned with the pleasing information, that the Governor had received orders from his Court to unrig all the Spanish ships of war, except six, which were ordered to different ports in the West Indies. On the 9th of October the Admiral was joined by four ships from England, under the command of Rear-Admiral Sir George Walton, who informed him that some Spanish ships from the West Indies were soon expected: he therefore stationed Sir George Walton with seven ships to cruize off Cape St Vincent, in hopes of intercepting them, and with the rest of the Squadron returned to Gibraltar the beginning of November: whilst here, he ordered proper convoys for the ships to and from Turkey, and was joined by Sir George Walton, and the ships under his command, from their unsuccessful cruize off Cape St Vincent. The Ministry being informed that the Spanish galleons were on their voyage to Old Spain from the West Indies, the Duke of Newcastle sent intelligence of this to Sir Charles Wager, with orders to keep a good look-out for them: he received his Grace's letter on the 11th of December, and immediately sent ten ships to cruize off Cape St Vincent, eight off Cape Spartel, and seven off Cape Finisferre, notwithstanding which, the Spaniards had the good fortune to arrive safe; and the Court of Madrid soon after acceding to the preliminary articles for a general peace, the beginning of the following year Sir Charles Wager returned with the greatest part of his fleet to England.

1728.

His Majesty having been pleased to dissolve the Parliament, and to call a new one, it met the 23d of January, when the
King

King directed the Commons to choose a Speaker. Their choice falling on Arthur Onslow, Esq; they presented him to the King on the 27th, and being approved of, his Majesty made a speech to both Houses of Parliament, wherein he told them, that he wished the first period of his reign might have been distinguished in putting an end to the troubles of Europe, by a reduction of his forces, and the diminution of the taxes. He was sensible of the uneasy situation their affairs had been in for some time, and concerned to see the many inconveniences of war attending them, without any opportunity of redressing the injuries they sustained; but they were sensible preliminary articles of peace had been signed some time ago, although the ratification of them had been retarded by the refusal of Spain to execute some of the most material points: he had, however, received from the Most Christian King, and the States General, the greatest proofs of their sincerity, and the strongest assurances that they would make good all their engagements in support of their mutual interests; and he had good reason to hope the difficulties which had retarded the execution of the preliminaries, would soon be removed. In the mean time, it was necessary to continue, as their allies had resolved to do, those preparations which had hitherto been their security, that they might be in a condition to vindicate their honour, and assert their rights: he wished they would consider of some means for the increase and encouragement of seamen, that they might be invited, rather than forced into the service; and that they would make some addition to the fund for the maintenance of Greenwich hospital. His Majesty concluded, by saying, that he had great hopes that a general pacification would be soon obtained, by a speedy execution of the preliminaries. Both Houses returned loyal and affectionate addresses to his Majesty; and during this session of Parliament, there were voted for the service of the current year 780,000 l. for fifteen thousand seamen; 205,661 l. 14 s. 9 d. for the ordinary of the navy; subsidies to the King of Sweden, and Duke of Brunswick Wolfenbittel, and twelve thousand Hessians retained in British pay; so that the sum total granted by Parliament for the service of the year 1728, amounted to 3,799,554 l. 16 s.

Towards

Towards the end of the preceding year, it had been discovered that the political system of Europe was likely to undergo a change, and that the Court of Madrid began to reconcile itself to the Court of Versailles. The letters received by the English merchants from the West Indies, were full of complaints of the depredations of the Spaniards on our trade; and even our allies the French had taken twelve British ships near the island of St Lucia, on the pretext of their carrying on a contraband trade with their subjects at Martinico. Even after the Spaniards had agreed to the preliminaries of peace, they still persisted in searching the British ships in the West Indies; took several, and had them confiscated. This conduct induced the British Minister to order some ships to be put in commission in January, (See Note 1.); and his Majesty ordered the following promotion to take place, viz. Edward Hopson, Esq; to be Vice-Admiral of the White; Sir George Walton, Knight, to be Vice-Admiral of the Blue; Salmon Morrice, Esq; to be Rear-Admiral of the Red; Robert Hughes, Esq; to be Rear-Admiral of the White, and Philip Cavendish, Esq; to be Rear-Admiral of the Blue. By the death of Admiral Hosier, the command of the fleet in the West Indies, devolved on Captain Edward St Loe; but Vice-Admiral Hopson was immediately dispatched to take on him the command of the Squadron there; an honour he did not long enjoy, he dying of a fever, off the Grand Baru on the coast of New Spain, on the 8th of May, and before he had received an account of the Court of Madrid having acceded to the preliminaries of a general peace. The command once more devolved on Captain St Loe, who, soon after, receiving an authentic account of Spain's accession to the preliminary articles, immediately gave orders for the Squadron to proceed to Jamaica, and from thence to England, no doubt glad to quit a coast where the nation had experienced nothing but disgrace, loss, and disappointment. Thus ended this ill-adviced expedition, which, from the time Admiral Hosier had arrived in these seas, had cost the nation, independent of an immense treasure, two Admirals, ten Captains, fifty Lieutenants, and about four thousand inferior officers and seamen; and this by the unhealthiness of the climate alone; for the fleet remained inactive and rotting at anchor, while the sailors perished,

perished, and the nation continued insulted and unrevenged. When the accounts arrived of Vice-Admiral Hopson's death, his Majesty ordered the following promotion to take place, viz. Sir George Walton, knight, to be Vice-Admiral of the White; Salmon Morrice, Esq; to be Vice-Admiral of the Blue; Robert Hughes, Esq; to be Rear-Admiral of the Red; Philip Cavendish, Esq; to be Rear-Admiral of the White; and John Balchen, Esq; to be Rear-Admiral of the Blue: And that the nation might not be unprepared, in case a war should break out, fifteen sail of the line were put in commission; (See Note 2.) The Congress for establishing a general peace met at Soissons, and continued their deliberations a considerable time, but came to no determination. Spain secretly became the friend of France; and being now allied to Portugal by a double marriage, she had the less to fear, and consequently grew indifferent as to peace with Great Britain. The British fleet being recalled from the West Indies, the Spaniards continued to molest our commerce in that quarter of the world, on the most frivolous and vexatious pretences, every ship bringing new advices of their depredations and cruelties, while, by lessening too much our naval force in the Mediterranean, the piratical States of Barbary became insolent and troublesome, annoying the British trade both there and in the Western ocean.

1729.

THE Parliament met this year on the 9th of January, and the King, in his speech to both Houses, intimated, that the executing of the preliminary articles, and the opening of the Congress at Soissons, might make them entertain hopes of the speedy settling of a general peace; but the adjusting of so many pretensions, and the reconciling so many different powers to them, was attended with a great deal of difficulty, required much discussion, and consequently a great deal of time. He said a scheme had been devised by the principal powers, parties to the treaties of Hanover and Vienna, of a provisional treaty, and which he and his allies had approved; but as yet no answer concerning it had been received from the Courts of
Vienna

Vienna and Madrid; so that the fate of Europe remained in a great measure in suspense. If at last a peace could not be obtained, he depended on the zeal and affection of Parliament, to support him in carrying on a just and necessary war. He told the Commons, that he wished he could have seen the public expences lessened; but he was obliged to ask such supplies as should be necessary to defray the charge of the ensuing year, and enable him, in all events, to act with vigour, in concert with his allies, who had resolved to make the same preparations, and to keep on foot their extraordinary forces. Both Houses returned answers most satisfactory to his Majesty. In the course of the Session, the Parliament voted 15,000 seamen for the current year; 286,025 l. for the ordinary of the navy. The Hessians were still retained in British pay, and the same foreign subsidies continued; so that the money voted in the course of this Session amounted to 3,345,190 l. 17 s. 6½ d. On the 13th of March, the House of Commons having previously examined the accounts received from the West Indies, of the depredations done there by the Spaniards on his Majesty's subjects, and having called for several papers relative thereto, came to the following resolution: "That ever since the peace of Utrecht, concluded in 1713, to this time, the British trade and navigation to and from the several colonies in America, had been greatly interrupted by the continual depredations of the Spaniards, who had seized very valuable effects, and unjustly taken and made prize of great numbers of British ships, and of the subjects of this kingdom, and that in manifest violation of the treaties subsisting between the two Crowns." In consequence of the above resolution, the House unanimously determined to address his Majesty, to entreat that he would be graciously pleased to use his utmost endeavours to prevent such depredations, to procure just and reasonable satisfaction for the losses sustained, and to secure to his subjects the free exercise of commerce and navigation to and from the British colonies in America.—To this address his Majesty returned for answer, That he was sensibly affected at the losses sustained by his trading subjects; that he had given the strictest orders for procuring just and reasonable satisfaction; and would use his best endeavours to answer the expectations

of his people, upon an affair of so much importance. For which answer the House returned his Majesty their thanks.—Meanwhile, there was much debate in the House of Lords, concerning a formal demand made by his Catholic Majesty, of the restitution of Gibraltar; which demand was founded on a letter of his late Majesty King George I. to the King of Spain, in which there is the following passage: “I do no longer hesitate to assure your Majesty of my readiness to satisfy you with regard to your demand concerning the restitution of Gibraltar; promising you to make use of the first favourable opportunity to regulate this article, with the consent of my Parliament.” (See Note 3.)—A strong motion was proposed by the Lords in opposition, which was rejected.—On the 19th of March, the Lords sent a message to the Commons, desiring an immediate conference with them in the Painted Chamber, relative to Gibraltar and the island of Minorca: Which being readily agreed to, the Managers for the Lords communicated to those of the Commons, a resolution which the Lords had come to, as follows:

“*Die Martis, 18 Martii 1729.*”

“Resolved by the Lords Spiritual and Temporal, and
“ in Parliament assembled, That they do entirely rely
“ upon his Majesty, that he will, for the maintaining the honour, and securing the trade of this kingdom, take effectual
“ care, in the present treaty, to preserve his undoubted right
“ to Gibraltar and the island of Minorca.”

The above resolution being reported to the House by Lord Viscount Malpas, one of the Managers on the part of the Commons, the same was agreed to; and it was moved, That the resolution be formed into an address of both Houses to his Majesty. To this the Lords assented, and the blank was filled up with the word *Commons*. Both Houses, with their Speakers, presented the same to his Majesty on the 25th of March, who was pleased to return the following most gracious answer:

“*My Lords and Gentlemen,*

“I thank you for the confidence you repose in me. I will
“ take effectual care, as I have hitherto done, to secure my
“ undoubted right to Gibraltar and the island of Minorca.”

The

The death of Rear-Admiral Hughes, which happened in March this year, occasioned Philip Cavendish, Esq; to be promoted to the rank of Rear-Admiral of the Red; John Balchen, Esq; to be Rear-Admiral of the White; and Edward St Loe, Esq; to be Rear-Admiral of the Blue. On the 25th of May, an order was issued for putting twenty sail of the line and five frigates in commission; and, by the 30th of June, they were ready at Spithead, where they were joined by a squadron of Dutch ships commanded by Vice-Admiral Baron de Sommeldyke: (See Note 4.) Sir Charles Wager had the chief command of the combined fleet; and as the Spaniards still continued refractory, the nation was much elated with the hopes that this formidable force would strike such a blow against that Power, as might in some measure retaliate for the many losses the British merchants had sustained for a series of years. The fleet continued three months at Spithead, when the Dutch squadron returned home, and twelve sail of the line of the British ships were put out of commission and paid off. This grand assemblage of naval force, although it proceeded no farther than Spithead, was not without its effect; for, it is the opinion of the best informed, that it had considerable weight with the Court of Madrid, and induced them to agree to the treaty for a general pacification: And, to shew how sincerely they were disposed for peace, they sent a new Governor to the Havanna, who had orders not only to imprison his predecessor, but to lay him in irons; at the same time expressing their wishes to live in amity with Great Britain. The *sincerity* of these professions will be presently seen. Rear-Admiral St Loe commanded the fleet in the West Indies; but, dying after a long illness, the command devolved on Captain William Smith, who enjoyed it till the arrival of the Hon. Charles Stewart, who, on the advice of Admiral St Loe's death, was promoted to the rank of Rear-Admiral of the Blue, and sent out to Jamaica, to command the squadron on that station. About this time, accounts were received from Charlestown, South Carolina, that one of the Spanish guarda costas falling in with his Majesty's ship Dursley galley, then on that station, and taking her for a merchant ship, bore down, and poured a broadside into her: The compliment was immediately returned; when, after

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having

having several men killed, and upwards of twenty wounded, the Spaniards struck their colours : fortunately not one person on board the Dursley galley was hurt. As a convincing proof of our moderation, and sincere desire for peace, the guardacosta was soon after restored, notwithstanding that the Spaniards were the aggressors.

1730.

The Parliament met this year on the 13th of January. The King, in his speech to both Houses, announced his having made peace with Spain ; and in the course of the Session, the Parliament voted 2,752,833l. 5s. 4d. for the service of the current year. That the reader may form a proper idea of the naval strength of Great Britain, an authentic list of the Royal Navy, as it was at this time, will be found in the *Appendix*. (See Note 5.)

A very great alteration in the political system of Europe took place this year, in consequence of the famous treaty of Seville, by which Great Britain, France and Spain, became friends and allies : Never was the true interest of this country more sacrificed than on this occasion ; for, the raising of another branch of the already too powerful House of Bourbon to an independent sovereignty², must ever be considered as increasing the enemies of Great Britain.

These three grand contracting Powers, by this treaty, entered into a defensive alliance, guaranteeing reciprocally their respective kingdoms, states, and dominions, in all parts of the world, with the rights and liberties of commerce, according to former treaties ; and in case any of the said Powers should be attacked, they were each obliged to furnish eight thousand infantry and four thousand cavalry ; or the party attacked might demand ships, or money, instead of troops : And if such succours should not be sufficient, they were to assist each other with all their forces ; and the contracting Powers obliged themselves to make reparation for captures or other damage sustained by their respective subjects, as well in Europe, as in any part of America.

That

² Don Carlos, son to the Catholic King.

That Commissaries should be appointed by their British and Catholic Majesties, to determine what ships and effects have been taken on either side at sea. The said Commissaries shall likewise decide the pretensions his Catholic Majesty may have, by virtue of the treaty of 1721, to the restitution of the ships taken by Sir George Byng in the year 1718. The said Commissaries to finish their commission in three years^{*}.

The introducing of Spanish garrisons into Leghorn, Porto Ferraro, Parma, and Placentia in Italy, to the number of six thousand men, to be effected without loss of time, for securing the immediate succession of Don Carlos (eldest son to the King of Spain, by his second Queen, Elizabeth of Farnese, sister to the Duke of Parma) to those territories, on the deaths of the Dukes of Tuscany and Parma.

Their Britannic and Most Christian Majesties engaged, that as soon as the regulations concerning the keeping up the said garrisons in Leghorn, &c. were settled by an agreement between the King of Spain and the said Dukes, they would ratify and guarantee the same.

The contracting parties engaged to maintain Don Carlos in the quiet possession of Tuscany, Parma, and Placentia, after the deaths of the said two Dukes, the present possessors.

We have selected the foregoing as some of the principal articles of this famous treaty, which seemed the more extraordinary to the nation, from our giving such strong proofs of friendship to Spain, while every packet which arrived from the West Indies brought fresh advices that the Spainards, so far from desisting to molest the British subjects and their commerce, continued their depredations, adding insult to inhumanity. Among many instances of the truth of these assertions, we have selected the following one, which is too well authenticated to admit of contradiction: A guarda costa boarded the Rebecca, a brig belonging to Glasgow, Robert Jenkins master, when the Spainards behaved in such a manner as would have disgraced the most uncivilized savages. After maltreating the crew, they wantonly cut off one of the master's ears; and the captain of the guarda costa, delivering it into

^{*} His Majesty appointed Benjamin Kerne, Arthur Stert, and John Goddard, Esquires, to be his Commissaries.

into his hands, insolently told him to carry that present home to the king his master, who, if he were present, he would serve in like manner.

1731.

The Parliament met on the 21st of January. The King, in his speech to both houses, spoke of the treaty of Seville in the highest terms of applause: He said, that, by it, all the dangerous consequences that were so justly to be apprehended from the treaty of Vienna were prevented; the union which had alarmed all Europe was dissolved; and the allies strengthened by the additional power of the Crown of Spain. The addresses returned to the King's speech were quite to the Minister's wish; but he could not prevent a petition from the merchants of Bristol trading to America, from being presented to the House of Commons, which did not put the new alliance in the most favourable point of view; for it complained of the great interruptions of their trade, and of the depredations of the Spaniards, who, notwithstanding the resolutions of that House, and his Majesty's endeavours to obtain a just and reasonable satisfaction for his subjects, had lately taken and plundered several ships and vessels belonging to Bristol and other ports, and had treated the men who had fallen into their hands in a very barbarous manner: It therefore prayed, that some adequate remedy might be applied, to prevent such losses and outrages for the future from a power at present in alliance with us. Our Court made some representations to the Court of Madrid on their proceedings in the West Indies; in consequence of which, they pretended to put a stop to the depredations they had so long practised, in transmitting to our Ministry, by means of Mr Keene, the British Envoy at Madrid, a schedule from his Catholic Majesty, in order that the same might be sent to Rear-Admiral Stewart at Jamaica, who was to communicate it to the Spanish Governors in America. But this schedule was so vaguely worded, that the British merchants could derive no benefit from it; as all who carried on an illicit traffic with the subjects of the King of Spain, were excluded from its protection, while it was left to the Spanish Governor

Governor to determine with respect to this traffic, as the articles they deemed illicit were not named: nor did the Court of Spain appear to be sincere on this head; for their guarda costas became every day more troublesome. The treaty of Seville was laid before both Houses of Parliament, and approved of; and, on a motion in the House of Lords, it was resolved, that the treaty of peace concluded at Seville, doth contain all necessary stipulations for maintaining and securing the honour, dignity, rights and possessions of the Crown; and that all due care is taken therein for the support of the trade of the kingdom, and repairing the losses suffered by the merchants. In the course of the session, the Parliament voted 2,784,705 l. 3 s. for the service of the current year.

In the month of April, his Majesty's ship the *Adventure*, commanded by Lord Muskerry, arrived from Jamaica with 220,000 pieces of eight, saved out of a Spanish ship of war which had been wrecked the preceding Autumn on the shoals of Ponto Pedro, near that island.

The treaty of Seville was too greatly in favour of the House of Bourbon, for them to delay a moment the fulfilling of one of the most important articles of it; and as the death of the Duke of Parma, which happened in January this year, now afforded them an opportunity of making Don Carlos a Sovereign Prince, all possible dispatch was used for putting their ambitious designs in execution. On the part of Great Britain, a large fleet was got ready, [See note 6.] the command of which was given to Sir Charles Wager, who on this occasion was promoted to the rank of Admiral of the Blue. He hoisted his flag on board of the *Grafton*, and sailed for Cadiz the 14th of June: He arrived in that port on the 6th of August, where leaving his ship, he proceeded to Seville, at which place their Catholic Majesties then were, and reached that city on the 6th. The Admiral had an audience of the King, by whom he was most graciously received. He acquainted his Majesty with the occasion of his coming, and that he was ready, in conjunction with Mr Keene his Britannic Majesty's Envoy, to concert with his Majesty's Ministers the measures proper to be pursued, and to determine whatever might remain to be adjusted with regard to the conveying of the Spanish troops to Italy.

Italy. During the time that the Admiral, Mr Keene, and his Catholic Majesty's Ministers, were engaged in this business, Rear-Admiral Balchen conducted the squadron destined for this service to Cadiz, where Sir Charles Wager soon after joined them; and, hoisting his flag on board of the *Namur*, proceeded to Gibraltar, where having taken some troops on board, he sailed for Barcelona, at which place he arrived the 12th of September. Here they formed a junction with a Spanish Squadron going on the before mentioned expedition: it was commanded by the Marquis de Mari, and consisted of nineteen ships and two snows, with a number of transports, having on board six thousand troops destined for Italy, under the command of the Count de Charni. Sir Charles Wager took on him the command of the combined fleet, put to sea the 6th of October, and arrived off Leghorn the 15th; where Sir Charles Wager, accompanied by Mr Coleman the British Consul at that port, and the Count de Charni, held some conferences with the Duke of Tuscany's Minister, touching the reception of the Spanish forces; when, all the difficulties which were started being removed, an agreement was drawn out and signed by Sir Charles Wager and Mr Coleman, on the part of his Britannic Majesty, by F. Ascanio Count de Charni and the Marquis de Mari on the part of his Catholic Majesty, and by the Marquis de Rinucini on the part of the Grand Duke. In consequence of this agreement, the Spanish Rear-Admiral Don Rodrigo de Torres, with twelve ships of war of his nation, accompanied by some transports having troops on board, came to an anchor in the road of Leghorn, when a debarkation of the troops immediately took place. The intent of this expedition being now completed, and there being no farther occasion for the assistance of the British fleet, Sir Charles Wager took leave of the Spanish Admiral on the 26th of October, and sailed for England, where he arrived the 10th of December. The officers of the squadron found this a very expensive piece of service, as they paid the most extravagant prices for all kinds of necessaries, as well in the Spanish as Italian ports. It was intended that Don Carlos should have accompanied the troops to Italy; but the Spanish Ministry, for reasons best known to themselves, altered this plan, and the Prince made the greatest part

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part of his journey to his newly acquired dominions by land; and, passing through France, he embarked on board the galleys of Spain at Antibes, on the 23d of December, and arrived at Leghorn on the 27th. This event being announced to Count Stampa, the Imperial General, he delivered up the administration of the dutchies of Parma and Placentia to the Dutchess Dowager Dorothea of Parma, as joint guardian with the great Duke of Tuscany, to the infant Don Carlos; after which the Imperial troops quitted their guards and posts, and marched for the Milaneze.

We shall close our narrative of the operations of this year, by informing the reader, that in the month of November, in consequence of the accounts received from the West Indies that the Spaniards still persisted to search the British ships, under the pretext of their having contraband goods on board, by which our trade suffered very much, four ships of twenty guns, and two sloops of war, were put in commission and sent to the West Indies, in order to afford protection to our commerce in that part of the globe.

1732.

This year exhibits few events of any great importance. The Minister still possessed his wonted power in both houses of Parliament, at the same time entertaining a strong desire for peace, which he considered as the surest means of continuing in office. The Parliament met on the 13th of January, and, in the course of the session, voted 3,004,926 l. 13 s. 11 d. for the service of the current year. The only naval equipment was a convoy to escort his Majesty to Holland, on his way to visit his German dominions, whither he went June 8th; leaving her Majesty Queen Caroline regent. The Court of Madrid making great naval and military preparations in their ports, our Administration took alarm thereat, and press-warrants were issued out for supplying all the guardships with their full complement of men; but this order was revoked, our Court having received positive assurances from their Ministry that the warlike preparations were intended against the Barbary states; and soon after, the Spanish forces, under the

Count de Mortemar, took Oran from the Moors, which they have retained ever since.

On the 20th of July, the trustees appointed by charter for establishing the colony of Georgia, in North America, had their first regular meeting, of which Lord Viscount Percival, (afterwards Earl of Egmont), who had been a great promoter of this design, was by charter appointed president; and in the beginning of November, the first establishment of people for this colony sailed from Gravesend on board the *Anne*, Captain Thomas: It consisted of one hundred persons, provided with necessaries of every kind for their voyage, together with proper tools, arms, ammunition, and also provisions for several months after their arrival. Lieutenant-General Oglethorpe, one of the trustees, embarked along with them, to see this first settlement made, and to give the necessary orders and instructions for its proper regulation.

The *Deal Castle* ship of war, commanded by Captain Aubin, took a Spanish merchant ship near Campeachy, by way of reprisal, and carried her into Charlestown, South Carolina. In October, a Sallee corsair of eighteen guns and one hundred and forty men, took and carried into that port the *Eagle*, John Chilly master, an English ship of one hundred and eighty tons and ten guns, richly laden with cloth, fine linen, and spices, having on board sixty-six Portuguese passengers, besides fourteen English. Upon intelligence of this capture, the British Consul at Tetuan set out immediately for Mequinez, to solicit the release of the above vessel, passengers and crew; but with so little success, that an unfortunate Jewish rabbi, well skilled in the Moorish language, whom he took with him as his interpreter, pleading hard with the Emperor to obtain the Consul's request, was ordered to be burnt alive, and the Consul obliged to return without any satisfaction.

This year his Majesty granted a commission to the Lords Commissioners of the Admiralty, to erect a corporation for the relief of poor widows of sea-officers, to consist of the Admiralty Board, the Commissioners of the Navy and Victualling Boards for the time being, and a certain number of the eldest Captains and Lieutenants of the Navy. The terms of admission for partaking of the benefits of this institution are, that each member,

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member, who must be an officer in the navy, allow three pence in the pound *per annum* out of his pay. By the establishment of this fund, an Admiral's widow is entitled to fifty pounds a year for life; a Captain's to forty; a Lieutenant's to thirty, and other officers widows to twenty pounds each, provided they continue widows, and are not provided for by their husbands in annuities of greater extent than the above pensions. The Chest of Chatham was included in the above corporation, and the money raised put out to interest. The following noblemen and gentlemen were appointed to settle the corporation: Lord Viscount Torrington, First Lord Commissioner of the Admiralty, President; Sir Charles Wager, and Lord Archibald Hamilton, Governors; Sir George Saunders and Thomas Pearce, Esq; Commissioners of the Navy, Assistants; Lord Vere Beauclerk, Sir John Jennings, Sir John Norris, Sir George Walton, Philip Cavendish, Esq; John Balchen, Esq; Honourable Charles Stewart, James Mighells, Esq; Sir Stafford Fairborne, Admirals. Soon after the establishing of the above mentioned fund, it received the following handsome donation; which being a noble instance of generosity, well deserves to be mentioned in this work. George Crow, Esq; Lieutenant in the navy, appropriated his half-pay, amounting annually to 45 l. 12 s. 6 d. to the sole benefit of this corporation, assigning as a reason for it, *that he had a competency to live on.*

The naval transactions of this year concluded with sending out a small squadron under the command of Lord Viscount Torrington, which escorted his Majesty from Holland back to his British dominions on the 26th of September.

1733.

This year the Parliament met on the 16th of January. His Majesty informed them, that he had nothing material to lay before them but the ordinary business of the nation. In the course of the session, they voted nearly the same sums for the navy as they had done the year before. A motion was made in the House of Commons by Sir Thomas Saunderson, and after a considerable debate carried, to address his Majesty, that there

might be laid before the House copies of the reports made by the Commissaries of Spain, as to the satisfaction made to the subjects of Great Britain for the losses they had sustained by the depredations of the Spaniards, pursuant to the second article of the treaty of Seville, concluded Nov. 9th 1729; for those affairs were to be adjusted within the space of three years, which were now expired. To this his Majesty answered, That Commissaries were appointed to treat with those of Spain on the 2d of April 1730; but, by some unforeseen accidents, the meeting of the Commissaries in Spain was so long delayed, that they did not meet till the 23d of February 1732, N. S.; and it had been since agreed between the two Crowns, that the three years for finishing the said commission should commence from their first meeting on the 23d of February last; which made it impossible for his Majesty to give orders for laying a perfect account of those negotiations before the House.

Early this year, died that truly great man, and worthy servant of the public, George Byng, Lord Viscount Torrington, First Lord Commissioner of the Admiralty, and Admiral and Commander in Chief of his Majesty's fleet. His place at the Admiralty Board was supplied by Sir Charles Wager; and Sir John Jennings was appointed Rear-Admiral of Great Britain.

The conduct of the Emperor of Morocco towards the British Consul at Sallee, and his detention of the ship *Eagle*, determined our Ministry to send a fleet of frigates to cruize off his coasts, in hopes of bringing this Barbarian to reason. Three twenty gun ships were sent to demand proper satisfaction, and the release of the above mentioned vessel, passengers and crew. They arrived at Tetuan the 12th of March; when the Bashaw, or Governor of the place, dispatched an express to the Emperor at Mequinez, to inform him of the demand now made. The number of Portuguese passengers found on board the vessel, and who had been made slaves, was given as the pretext for making prize of her, and the Emperor would not on that account restore her. On this, the frigates, in conjunction with some Dutch ships of war, blocked up the port, so that none of his corsairs would venture to sea. But, notwithstanding their vigilance, a row-boat found means to slip out, and take the John of
London,

London, Matthews master, loaded with pipe-staves, &c. from Amsterdam to Malaga. Besides this vessel, these pirates had the good fortune, during this and the following year, to capture ten more of our vessels, and to make slaves of their unfortunate crews. The bravery of Captain David Fullarton, commander of an English merchant ship, deserves to be particularly remembered. On his voyage home from the Mediterranean, he was met by a Saltee rover, and obliged to bring to. The Corsair sent his boat on board with twenty men to take possession of his prize: Captain Fullarton observing their number, bravely resolved, with his crew, which consisted only of fourteen men, to attack and make himself master of them as soon as they came on board. This they executed with the most undaunted courage; and from their intrepidity, the Moors apprehended their strength to be much more formidable than it really was, threw down their arms, and surrendered. On this, Captain Fullarton made all the sail he could; and by good fortune he got clear of his antagonist, and brought his prisoners to Middleburgh in Zealand.

The Trustees of the colony of Georgia received letters this year from General Oglethorpe, giving them an account of his forming that settlement, and of his making friends of the native Indians; annexing at the same time such a pleasing description of the country, that before the close of the year, the settlement was augmented to upwards of five hundred people.

Notwithstanding the friendly professions of the Court of Spain, and the order issued by it against the molesting of the British merchant ships, except such as were found carrying on an illicit traffic; two of his Catholic Majesty's ships of war, the one of seventy and the other of sixty guns, attacked a fleet of British merchant ships loading salt at the desolate island of Sal Tortugu, under the protection of his Majesty's ship the Scarborough, commanded by Captain Durell. This brave and experienced officer manœuvred so well with the frigate under his command, as to find sufficient employment for both their ships, and in a great measure to frustrate their design, until all the vessels he had under his protection had got beyond their reach, except four, which were taken at the beginning of the attack,

attack, and before they were aware of the Spaniards intentions.

The death of the King of Poland, Elector of Saxony, which happened this year, paved the way for disturbing the repose of Europe. The choice of a regal successor, and the ambitious designs of some of the most powerful Potentates, who never want plausible arguments to justify their drawing the sword, once more set a great part of the continent in a flame: but as Great Britain did not take an active part in the contest, it does not fall within the plan of this work to give an account of it in detail.

1734.

The Parliament met on the 17th of January; and his Majesty, in his speech to both Houses, gave them an ample and clear account of the affairs of Europe, and of the relative situation of this country. He observed, that a very formidable war was waged against the Emperor by the united powers of France, Spain, and Sardinia; that he had taken no part in it, except by offering his good offices to settle the contested points, and which had disturbed the peace of Europe; that he resolved to act with the utmost caution and circumspection in conjunction with his allies, particularly the States General, and to avoid, if possible, taking part in the troubles. But as all the principal European powers were arming, it behoved Great Britain to be in such a posture of defence, as would secure the kingdom, its rights and possessions, from all dangers and insults, while it should be the means of preserving the respect due to the British nation; and he trusted his Parliament would enable him so to do. Both Houses returned addresses agreeable to the wishes of Administration. Twenty thousand seamen were voted for the service of the current year; 202,670 l. 5 s. 9 d. for the ordinary of the navy; 1,200,000 l. towards paying off the navy debt; and in the course of the session 3,150,452 l. 4 s. 7½ d. was voted for the service of the current year. On the 28th of March his Majesty sent a written message to the House of Peers by the Duke of Newcastle, and one of a like import to the House of Commons, by Sir Robert Walpole, de-

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firing that his Parliament would enable him to make such further augmentation of his forces by sea and land, as might be absolutely necessary for the honour and defence of his kingdoms; and that they would assist him in concerting such measures as the exigency of affairs might require: and whatever expence should be thereby incurred, should, he said, be made in as frugal a manner as was possible, and an account thereof laid before Parliament. After great debates in both Houses on this message, the Minister carried his point; and the sum of 1,200,000 l. out of the sinking fund for the service of the year 1734, was voted to his Majesty. The first step pursued by Administration this year, was the increasing of the number of guardships, which were ordered to be completely manned. This measure was soon followed by one of greater importance; namely, the putting in commission no less than eighty-six ships of war, from one hundred to twenty guns, (See Note 7.); and on the 8th of February, his Majesty issued his royal proclamation, recalling all British sailors from the service of foreign Powers, and offering a bounty of twenty shillings to every able-bodied seaman, and fifteen to every able-bodied landman that should enter themselves on board any of his ships of war. Captain Nicholas Haddock was promoted to the rank of Rear-Admiral of the Blue; and soon after Lord Forbes was raised to that of Rear-Admiral of the White. From the state of Europe at this conjuncture, and from the circumstance of the great fleet which England now had ready for action, the nation in general apprehended that we should take an active part in the war; a measure to which the Minister was well known to be very averse. All these mighty preparations were only intended to make the nation of greater consequence, and that we might be ready to act in case of need. The fleet was disposed of in the following manner: Sir John Norris was ordered from the Downs to Spithead with twenty-three ships of war; Sir George Walton commanded thirteen at the Nore; Admiral Cavendish was stationed at Portsmouth with eight; and Admiral Balchen commanded a small squadron at Plymouth; so that, including the war-ships employed in cruizing, and on other services, Great Britain had at this time one hundred and twenty ships in commission, and thirty-five thousand seamen in pay:

a force sufficient, had it been properly exerted, to have redressed our grievances, reimbursed our losses, succoured the Emperor, and prevented the House of Bourbon from effecting a permanent footing in Italy. A negociation for an accommodation with the Emperor of Morocco was this year renewed; and on the 29th of August Monsieur Zollicoffe, his Majesty's Ambassador to that Prince, embarked at Gibraltar, on board his Majesty's ship the Salisbury, accompanied by the Gibraltar, Dursley galley, Rose, Shoreham, and Bonetta; and the same day anchored in the road of Tetuan, where he was received with every token of respect due to his rank. His endeavours to establish a peace, fortunately proved successful; whereby about one hundred and forty British subjects were released from slavery.

In December this year, his Majesty ordered a promotion of Flag-officers, which, with those already on the list, made the whole stand in the following order:

Sir John Norris, Knight,	Admiral of the Fleet.
Sir Charles Wager, Knight,	Admiral of the White.
Sir George Walton, Knight,	Admiral of the Blue.
Philip Cavendish, Esq;	Vice-Admiral of the Red.
John Balchen, Esq;	Vice-Admiral of the White.
Hon. Charles Stewart,	Vice-Admiral of the Blue.
* George Earl of Granard,	Rear-Admiral of the Red.
* Nicholas Haddock, Esq;	Rear-Admiral of the White.
* John Hagar, Esq;	Rear-Admiral of the Blue.

Those marked thus *, were the officers promoted.

1735.

The Parliament met the 23d of January; and from the King's speech, the nation had reason to expect that a general peace in Europe was soon to take place, as the Belligerent Powers had accepted of his Majesty's good offices, in conjunction with his ally the States General, towards the concluding so desirable a business; nor were they undeceived until the 6th of February, when a motion was made in the House of Commons, that thirty thousand seamen should be employed for the service of the current year. This demand, so very unexpected,

pected, and without any message from his Majesty, or any good reason being assigned either by the Minister or his friends, threw the House into a flame: after a long and warm debate, the motion was put, and carried by a considerable majority. This triumph of the Minister's was productive of a motion from the opposite side of the House, which, although he got rid of it by dint of numbers, yet contributed not a little to render him extremely unpopular in the nation. Sir William Wyndham, Baronet, moved, that there be a select committee appointed, to enquire into the accounts of the Navy, on the 21st of February next. He concluded a remarkably fine speech in the following words: "Upon such a slight view, Mr Speaker, as I have taken of the accounts on the table, it is not possible for me to enter into all the particular articles; but I cannot help taking notice of one article, which to me appears to be a very extraordinary one. There is one article of near 250,000 l. charged, not for building of ships, but for building of houses. Whether such houses were necessary, I shall not now pretend to determine; but if they were, I think it is too large a sum for any Minister, or for any Administration, to have expended, without a previous authority from Parliament, and, I am sure, was never so much as asked for. What the present age, or what the gentlemen of this House may think of such a sum, I do not know; but I am sure our ancestors, even those of the very last age, would have been extremely shy of loading the people with at least sixpence in the pound upon all the lands in Great Britain, for no other purpose but that of building houses for the Commissioners, and other officers belonging to the Admiralty: and I must think it a little extraordinary to see Ministers, of their own heads, undertake to do that, which even Parliaments of old would scarcely have undertaken to have done. It is true, Parliaments have of late become very good-natured; they have put great trust and confidence in Ministers; and have generally, I shall not say blindly, approved of all ministerial measures. This may perhaps have made Ministers presume a little farther than they would otherwise have done. But I am very sure, that, in former times, nay, till very lately, no Minister would have dared to have

“drawn the nation into such an expence, without an authority from Parliament for so doing.” The Patriots who stood up for the true interests of their country, were out-voted in almost every question of importance, by the Minister and his associates; our fleets did nothing; the debt of the navy increased; much time and treasure was spent in fruitless negotiations; the Powers of Europe no longer held us in esteem; and our trade to America was still exposed to the daily insults of the Spaniards. In order to compel the Minister to do justice to his much injured country, Mr Pulteney, (afterwards Earl of Bath) moved for a bill to be brought into the House of Commons, “For the more effectual securing and encouraging the trade of his Majesty’s subjects to America.” The Minister was alarmed, and, dreading lest the bill should contain any matter that would force him to have recourse to arms, exerted his whole influence to get it thrown out. The mover exerted a torrent of eloquence, against which the Ministry could urge nothing of equal force, but confided, as usual, in the superior number of votes. Mr Pulteney easily foresaw what ultimately was to be the fate of his bill; and just before the vote was put, he expressed himself as follows: “Mr Speaker—Sir, From what was last spoken, I can easily foresee the fate of the bill now in my hand. I can discern through all these thin disguises, that some gentlemen have recourse to a mean expedient to hinder us from considering a bill, against which no shew of reason or argument can be advanced. I hate, Sir, all expedients, and I disdain all Ministers who use them. Some Ministers, Sir, there are, who live upon expedients, and who cannot do their dirty work without them. Expedients, Sir, in the hands of weak Ministers, are the instruments of defeating the most beneficial, and of promoting the most destructive measures. Some Ministers know, Sir, that the bill for which I now stand up, is a bill that leaves no room for cobweb negotiations, inconsistent treaties, or mock expeditions for the future; and that, Sir, is the reason why this method is made use of to undermine it. The bill, Sir, for which I have laboured, will, I hope, recommend itself to every gentleman who has a just sense of his country’s honour; and if it is decreed

“that

“that it must fall to the ground, I shall at least have the satisfaction of doing my duty honestly as a British subject, and a Member of this House. One good consequence I am persuaded will attend it; my countrymen will learn from the fate of it, what they are to expect: they will learn, Sir, whether we are tamely to submit to influence and oppressions, or bravely seize the means of redressing them.” This noble and animated speech had its proper weight; for a while it overawed the Minister, who dropped his opposition as to granting leave to bring the bill to the House: but, foreseeing what the effects would be, were it allowed to pass into a law, he, on the third reading of it, mustered his formidable and well-trained phalanx, and had it thrown out by a majority of thirty-three, the numbers being a hundred and six to seventy-three.

At this time, a misunderstanding arose between the Kings of Spain and Portugal, which had nearly terminated in an open rupture. It took its rise from the following affair—The officers of justice conducting a criminal to gaol at Madrid, the servants of the Portuguese Ambassador at that Court, rescued the prisoner. On this the King of Spain ordered all the Ambassador's servants concerned in this outrage, to be committed to prison; and they were dragged from their master's house, with very aggravating circumstances, and without paying the respect due to a person in a public character. Of this the Ambassador made the King his master acquainted, who instantly ordered reprisals to be made on the servants of the Spanish Ambassador at Lisbon. Both Ministers left their respective Courts without taking leave; and their masters mutually expressed their displeasure and resentment. The King of Spain assembling a very considerable body of forces on the frontiers of Portugal, apparently with a view of invading that kingdom, his Portuguese Majesty dispatched Don Marcus Antonio d'Algeveda, in character of Envoy Extraordinary, to solicit the aid of his Britannic Majesty against the Spaniards: accordingly, Sir John Norris was sent with a powerful squadron to Lisbon, (See Note 8.) He sailed from Spithead May 27th, and arrived in the Tagus June 9th, where he was welcomed as a deliverer; and the nobility of both sexes resorted on board in great numbers to view the ships, this being the finest fleet

ever seen there. His Most Faithful Majesty gave the Admiral and his officers a most gracious reception; and, immediately upon their arrival, ordered the fleet a weekly allowance of one hundred oxen, four hundred sheep, four hundred geese, four hundred turkies, one thousand hens, one thousand baskets of greens, fifty arobes of sweet-meats, one hundred thousand lemons and oranges, and eighty pipes of wine: A very contrary treatment to what the British fleet received from the Spaniards in 1731, when they conveyed their army to Leghorn. Mr Keene, the British Envoy at the Court of Madrid, had made his Catholic Majesty acquainted with his Master's resolution to send a powerful squadron to Lisbon, with orders to protect that coast from insults, and secure the Brazil fleet, in which the merchants of Great Britain were deeply interested. Don Joseph Patinho, his Catholic Majesty's Minister, delivered a memorial to Mr Keene, in answer to this message, representing, That such an expedition would affect the commerce, not only of Spain, but of all Europe, as it would intimidate foreign merchants from embarking their goods in the fleet, in which it was well known all the principal merchants of Europe had a concern, and which was then preparing at Cadiz for America. This was only a specious pretext of the Court of Madrid, as was seen in the sequel; for so very formidable a force in their neighbourhood, induced them to come to an accommodation with the Court of Lisbon, and in all probability prevented a rupture between the two Crowns.

Notwithstanding the acceptance of the Courts of Versailles, Madrid, and Turin, of the mediation of his Britannic Majesty and the States General for concluding a general peace, the terms proposed by them, which were greatly in favour of the allies, were rejected, through the intrigues of the Court of Versailles, which was not contented with the partition allotted to the share of France. Yet that same Court, well knowing that the Emperor was extremely desirous of peace, set on foot a negotiation with him, and, without the privity of their allies, or the maritime powers, concluded a peace with his Imperial Majesty on the 28th of December, and which tended greatly to the aggrandizement of the French Monarchy. The preliminary articles were to the following purport:

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1. France shall restore to the Empire all the places which she has taken from it during the war.

2. The Emperor shall have the Mantuan, Parma, Placentia, and the Milanese, reserving Vigevanefco and Novara and their dependencies, which shall be given to the King of Sardinia.

3. The dutchy of Tuscany, after the death of the present Grand Duke, shall be given to the Duke of Lorrain; at which time Lorrain shall be put into the hands of his Most Christian Majesty, and remain annexed to his dominions.

4. King Stanislaus shall be acknowledged by all the Powers of Europe King of Poland, and shall enjoy all the honours and prerogatives of a crowned head; after which he shall resign voluntarily the possession of the kingdom of Poland, in favour of King Augustus, who shall restore to him all the estates in Poland, which either belonged to him or his Queen.

5. King Stanislaus shall have, by way of equivalent for Poland, the immediate possession of the dutchy of Barr.

6. Don Carlos shall be acknowledged King of Naples and Sicily, and shall have the state *del Presidii*, with the island of Elba; as for Leghorn, it shall be declared a free port.

7. France shall guarantee the Pragmatic sanction.

8. The Kings of Spain and Sardinia to be invited to accede to this treaty; and England, Holland, Portugal and Venice to guarantee it.

1736 & 1737.

Such are the outlines of this extraordinary treaty, by which the House of Bourbon were in fact the only gainers: and, so blind were the British Ministry to the true interest of their country, that they acquiesced in all that was done, although at this very time accounts were daily arriving of the depredations of the Spaniards on our merchant ships, both on the coast of America and in the Mediterranean. The clamours of the nation against the pusillanimous conduct of Administration became so loud, that, in 1737, they were forced to send a considerable squadron to the Mediterranean, under the command of Rear-Admiral Haddock, in order to give more weight to the demands of satisfaction which we were obliged to make
for

for the insults that had been offered to us, and for the losses we had sustained. A negociation had been set on foot at Madrid; but the appearance of the British fleet had such an effect on the Spanish Ministry, that orders were given to their Commissaries to allow of the demands made by the British merchants. And here it may be necessary, for the better understanding of these requisitions, to set them in a proper point of view. The first computation of our demands on Spain, amounted to 343,277 l.; and this included the seizures examined by the respective Commissaries, as well as those which were afterwards made. Mr Commissary Stert, however, was of opinion, that in regard to overrated and unjust claims, the gross sum above mentioned might be reduced to 200,000 l., as a reasonable satisfaction for our losses. As the English merchants rejected every mode of payment, except that of money, and that to be made in London, and within a short time, the British Commissary made an abatement of 45,000 l., in consideration of prompt payment; by which means the claim of our merchants was reduced to 155,000 l. Yet, great as these deductions were, and which no Minister of a proper spirit would have permitted, other means were employed, by which our claims were reduced almost to nothing. The Spaniards claimed, on the other hand, and shewed it had been stipulated by the treaty of Madrid in 1721, "That his Britannic Majesty should cause to be restored to his Catholic Majesty, all the ships of the Spanish fleet taken by England in the naval engagement fought in August 1718, in the seas of Sicily, with the guns, sails, rigging, and other equipage, in the condition they then were; or else the value of those which may have been sold." Accordingly, at Portmahon, where the ships then lay, their restitution was tendered by the English to the Spanish Commissaries, who finding them much disabled and unfit for service, refused to take them. Upon which, by order of the Governor of Minorca, the Spanish prize-ships were towed out of the harbour, and sunk in deep water; but the Spaniards insisting on an equivalent, brought in a claim of 180,000 l.; and this being reduced by the English Commissary to 60,000 l. there now remained no more than the inconsiderable sum of 95,000 l. as a balance on our side, to compensate the immense losses

losses which the British merchants had for a series of years sustained. And on this ground began a negociation for a convention with Spain; of which more in its proper place.

1738.

The Parliament met on the 24th of January. The King recommended dispatch and unanimity. The most remarkable occurrence this Session of Parliament, was a petition of the merchants, planters, and others, trading to the Plantations, (read in the House of Commons, March 3d), complaining, That notwithstanding his Majesty's most gracious endeavours to prevent the Spanish depredations, they were not only continued since the treaty of Seville, but were last year carried to a greater height than ever; and praying relief; and that they might be heard by themselves or their counsel. On this, Sir John Barnard moved an address to the King, to which the Minister proposed some amendments; and the House agreeing thereto, it was accordingly presented, March 6th. To this address his Majesty was pleased to make the following reply:

"I am fully sensible of the many and unwarrantable depredations committed by the Spaniards; and you may be assured, I will make use of the most proper and effectual means that are in my power, to procure justice and satisfaction to my injured subjects, and for the future security of their trade and navigation.

"I can make no doubt but you will support me with cheerfulness, in all such measures as, in pursuance of your advice, I may be necessitated to take for the honour of my crown and kingdoms."

The House of Commons resolved to investigate the matter to the bottom. By a printed list of the British ships taken and plundered by the Spaniards since the treaty of Seville, specifying the names of the ships and the masters, their value, the places at which they were taken, barbarous usage received, &c. &c. and which was presented to the House of Commons; it appeared, that within the last nine years, the loss sustained was upwards of 140,000 l. to the British merchants: that no less than fifty-two ships had been taken and plundered by the Spaniards,

Spaniards, and the poor sailors used with the utmost cruelty and barbarity. Several merchants, owners, and commanders, were called in and examined by the House; among these was Captain Robert Jenkins, formerly mentioned. Beside cutting off one of his ears, as already related, they tortured him in a very cruel manner, and threatened him with immediate death. Being asked by a Member, "What he thought when he found himself in the hands of such barbarians?"—His reply did him great honour—"I recommended my soul to God, (said he), and my cause to my country." The behaviour of this brave seaman; the sight of his ear, which was produced; and the account of the indignities which had been offered to the Nation and Sovereign of Great Britain, filled the whole House with the highest indignation*.

The House voted twelve thousand seamen for the service of the current year, and the same number of land forces as the preceding years; which last measure was attacked in the severest terms by the gentlemen in opposition, who looked on a standing army as unconstitutional, and even dangerous, in the hands of such an Administration.

1739.

The Parliament met on the 18th of January; but the ratification of the *Convention*, lately concluded with Spain, not being arrived, both Houses were prorogued to the 1st of February; on which day being again assembled, the King acquainted them, That a convention was concluded and ratified between him and the King of Spain, who had obliged himself to make reparation to his subjects for their losses, by a certain stipulated payment; that plenipotentiaries were appointed for regulating all those grievances and abuses which had hitherto interrupted the British commerce and navigation in the American seas, and for settling all matters in dispute, in such a manner as might for the future obviate pretences of complaint: which convention, with the separate articles, he would order to be laid before them: and if all the ends which were to be hoped

* Smollet's Hist. of England.

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hoped for, even from successful arms, could be obtained without plunging the nation into a war, it must be considered by all reasonable and unprejudiced persons, as the most desirable event.—He wished the posture of affairs would have permitted him to retrench the public expences, for which he was obliged to demand supplies; but he did not doubt their affection for him would induce them to grant him such supplies as were necessary for the honour and security of the kingdom: and he recommended to them, not to suffer prejudices or animosities to have any share in their deliberations.—The same day the House of Lords agreed to address his Majesty on his speech, in which they applauded the convention, and all the measures that had been taken to effect it. The House of Commons, in their address to his Majesty, thanked him, and acknowledged his great goodness, touching the petitions and complaints of his subjects, and the general interest of his people: They congratulated him on concluding the aforesaid convention; assured him, they would support him in bringing it to perfection; and that they would grant the necessary supplies.—Copies of this famous convention were soon after laid before both Houses of Parliament. By this it appeared to have been concluded at Pardo the 14th of January, and was to the following effect: “That within six weeks, to be reckoned from the day on which the ratifications were exchanged, two Ministers Plenipotentiary should meet at Madrid, to confer, and finally regulate the respective pretensions of the two crowns, with relation to the trade and navigation in America and Europe, and to the limits of Florida and Carolina, as well as concerning other points, which remained likewise to be adjusted according to the former treaties subsisting between the two nations: That the Plenipotentiaries should finish their conferences within eight months: That in the mean time no progress should be made in the fortifications in Florida or Carolina: That his Catholic Majesty should pay to the King of Great Britain the sum of 95,000 l., as the balance due to the crown and subjects of Great Britain, after deduction made of the demands of the crown and subjects of Spain; which sum should be employed for the satisfaction, discharge, and payment of the demands of the British subjects upon the crown of Spain: That

this reciprocal discharge, however, should not extend or relate to the accounts and differences which subsisted, and remained to be settled, between the crown of Spain and the Assiento Company; nor to any particular or private contracts, that might subsist between either of the two crowns, or their ministers, with the subjects of the other; or between the subjects of each nation respectively: and, That his Catholic Majesty should cause the sum of 95,000 l. to be paid at London within four months, to be reckoned from the day on which the ratifications were exchanged." Such was the substance of this convention, which, far from lulling the nation into security, roused the indignation of all ranks, who felt for the honour of their country; and this was soon after manifested by petitions to Parliament against it, from all the considerable towns in the kingdom, couched in the strongest terms; and when brought under the consideration of the House of Commons, it was attacked by all the principal speakers on the side of opposition. The subject was introduced by Mr Horace Walpole, the Minister's brother, who, after launching forth in the praises of it, moved for an address of approbation to his Majesty. He was seconded by Mr Campbell, Member for Pembroke-shire. This brought on one of the most important debates ever argued in the House. Sir Thomas Saunderson (at that time treasurer to the Prince of Wales, afterwards Earl of Scarborough) was the first who attacked the treaty, and observed, That the Spaniards, by the convention, instead of making reparation for injuries done, had obliged us to give them a general release. They had not allowed the word satisfaction to be so much as mentioned in the treaty. Even the Spanish pirate, who had cut off the ear of Captain Jenkins, and used the most insulting expression towards the person of the King; an expression which no British subject could decently repeat; an expression which no man who had a regard to his Sovereign could ever forgive—even this fellow lived to enjoy the fruits of his rapine, and remained a living testimony of the cowardly tameness and mean submission of Great Britain; of the triumphant haughtiness and stubborn pride of Spain. Lord Gage, who spoke on the same side of the question, stated to the House the satisfaction we had obtained, in the following manner:

manner: The losses sustained by the Spanish depredations, amounted to 340,000 l.: The Commissary, by a stroke of his pen, reduced this demand to 200,000 l.; then 45,000 l. was struck off for prompt payment: He next allotted 60,000 l., as the remaining part of a debt pretended to be due to Spain, for the destruction of her fleet by Sir George Byng; though it appeared from the instructions on the table, that Spain had been already amply satisfied on that head. These deductions reduced the balance to 95,000 l.; but the King of Spain insisted upon the South Sea Company's paying immediately the sum of 68,000 l., as a debt due to him on the head of accounts, though, in other articles, his Catholic Majesty was indebted to the Company a million over and above this demand. Thus, the sum to be paid by Spain, did not exceed 27,000 l.; from which she insisted upon deducting whatever she might have already given in satisfaction for any of the British ships that had been taken; and also that she should be allowed the value of the *St Theresa*, a Spanish ship, which had been seized in the port of Dublin. Mr William Pitt, (afterwards Earl of Chatham), with an energy and force of argument scarce to be equalled, and never to be surpassed, attacked the convention with all the powers of oratory: he said it was insecure, unsatisfactory, and so very dishonourable to Great Britain, that it appeared to him a stipulation for national infamy. The great national objection, the searching of British ships, was not omitted, indeed, in the preamble; but stood there as a reproach to the whole, as the strongest evidence of the fatal submission that followed: on the part of Spain, an usurpation, an inhuman tyranny claimed and exercised over the American seas: on the part of England, an undoubted right by treaties, and from God and Nature, declared and asserted in the resolutions of Parliament, were now referred to the discussion of Plenipotentiaries, upon one and the same equal footing. This undoubted right was to be discussed and regulated; and, if to regulate, be to prescribe rules, as in all true construction it is, that right was, by the express words of the convention, to be given up and sacrificed; for it must cease to be any thing, from the moment it is submitted to limitation. Mr George Lyttleton, (afterwards Lord Lyttleton), answered the speech

of Mr Horace Walpole, with equal force and fluency. The honourable gentleman (said he) has used many arguments to persuade us to peace, to any peace, good or bad, by pointing out the dangers of a war; dangers I by no means allow to be such as he represents them: and he has crowned all these terrors with the name of the Pretender—"The Pretender would come." Is the honourable gentleman sensible what this language imports? The people of England complain of the greatest of wrongs and indignities; they complain of the interruption, the destruction of their trade; they think the peace has left them in a worse condition than before: and, in answer to all these complaints, what are they told? Why, that their continuing to suffer all this, is the price they must pay, to keep the King and his family on the throne of these realms. If this were true, it ought not to be owned: but it is far from the truth; the very reverse is true. Nothing can weaken the family; nothing shake the establishment, but such measures as these, and such language as this. If our Ministers had proceeded conformably to the intentions of Parliament, they would either have acted with vigour, or have obtained a real security in an express acknowledgement of our right, not to be searched, as a preliminary, a *sine qua non*, to our treating at all. Instead of this, they have referred it to the Plenipotentiaries. Would you submit to a reference, Sir, whether you may travel unmolested from your house in town to your house in the country? Your right is clear and undeniable: why would you have it discussed? But far less would you refer it, if two of your judges belonged to a gang which had often stopped and robbed you in your way thither before. Never was the Minister so hard pushed: He and his friends asserted, That the satisfaction received from Spain was adequate to the injury done: that the convention was only a preliminary to a treaty, which would remove all causes of complaint: that war was always expensive and detrimental to a trading nation, as well as uncertain in its events: that France and Spain would certainly join their forces, in case of a rupture with Great Britain: that there was not one power in Europe, upon whom the English could depend for effectual assistance; and that war would favour the cause and designs of a Popish Pretender.

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The House, upon a division, agreed to the address; but when a motion was made for its being recommitted, the two parties renewed the engagement with greater keenness than ever; and on the question being put, the resolutions for the address were carried by the small majority of twenty-eight; the numbers being, two hundred and fifty-four to two hundred and twenty-six. On this, Sir William Wyndham rose and said, 'This address is intended to convince mankind, that the treaty under our consideration, is a reasonable and an honourable treaty. But if a majority of twenty-eight, in so full a House, should fail of that success; if the people should not implicitly resign their reason to the voice of this House, what will be the consequence? Will not the Parliament lose its authority? Will it not be thought, that, even here, we are governed by a faction? And what the consequence of this may be, I leave to those gentlemen to consider, who are now to give their vote for this address. For my own part, I will trouble you no more; but with these, my last words, I sincerely pray to Almighty God, who has so wonderfully protected these kingdoms, that he will graciously continue his protection over them, by preserving us from that impending danger which threatens the nation from without, and likewise from that impending danger which threatens our constitution from within. Nor was the debate less animated in the House of Peers; where Lord Carteret suggested, that one of the contracting powers might possibly have entered a protest or declaration, previous to the ratifying of the convention, importing, that the said power acceded to such or such a measure, only upon condition that the terms of such protest or declaration should be made good. Until his mind was freed from the fetters of suspicion that such a paper existed in the present case, he could not form a just opinion of the transaction, nor communicate his sentiments to the House. This was a severe and an unexpected stroke on the adherents of the Minister: they endeavoured to evade his curiosity in this particular, by general assertions; but they had to deal with a nobleman, who was not to be put off with ministerial shifts: he insisted on his suspicions being cleared up, with such perseverance, that the Ministry were forced to disclose a secret they meant to have kept from the ear of the public; and a copy of
the

the King of Spain's declaration, made before he ratified the convention, was produced.

" Pardo, January 10th 1739.

" His Catholic Majesty reserved to himself, in its full force, the being able to suspend the assiento of negroes ; and " and for the dispatching the necessary orders for the execution thereof ; in case the Company did not subject itself to " pay, within a short time, the 68,000 l. which she had confessed was owing on the duty of negroes, or on the profits " of the ship *Caroline* : And likewise declares, That under the " validity and force of this protest, the signing of the said convention might be proceeded on, and in no other manner. " Wherefore, upon this firm supposition, and that it might not " be eluded on any motive or pretext whatsoever, his Catholic Majesty had been induced thereto.

" Don Sebastian de la Quadra."

This shewed Lord Carteret's suspicions to be well founded ; and in the debate which ensued, he displayed great abilities, and a prodigious extent of political knowledge : he reprobated the convention in the severest terms, as did likewise Lord Bathurst, who painted his country's wrongs in the strongest point of view. The Earl of Chesterfield exposed all the defects of the convention, and the conduct of Administration, who, on this occasion, was made to feel all the weight and poignancy of his satire. The Duke of Argyle said it was infamous, treacherous, and destructive. The measure was defended with very inferior abilities, by the Duke of Newcastle, the Chancellor, the Earl of Cholmondeley, the Bishop of Salisbury, Lord Hervey, and the Earl of Ilay. Yet the address was carried by a considerable majority ; but was clogged by a strong and spirited protest, signed by thirty-nine Peers of the first abilities in the nation.

To such a degree of animosity did the two parties carry their resentment against each other, that the most eminent members in opposition left the House, and returned no more there during this session.

Don Geraldino, the Spanish Ambassador at London, and agent for adjusting accounts between his Master and the South

Sea

Sea Company, after using many artifices to induce the latter to a compliance with his unreasonable demands, at last had recourse to menaces; which, however, proved ineffectual. For, on the 1st of March, the Company came to a resolution to pay the King of Spain no part of the 68,000 l., unless he first came to a fair account with them for all seizures, captures, and detentions of their ships, effects and merchandize, in consequence of the rupture in 1718, the amount of which was 225,000l.; as also for the confiscation he made in 1727, when he laid siege to Gibraltar, to the value of 112,000l., which, by the treaty of the ensuing year, his Catholic Majesty had agreed to restore, though the South Sea Company received afterwards but a very inconsiderable compensation for it.

Mr Keene, the British Envoy at the Court of Madrid, exerted himself to the utmost, and pressed the Spanish Ministry for the payment of the 95,000 l. stipulated by the late convention, as satisfaction and indemnification of the losses sustained by the British merchants: but by the answers he received to his reiterated remonstrances, he was soon convinced that no payment was ever intended to be made to Great Britain; and that all their aim was to gain a little time by a negociation, they had no intention should ever have any friendly termination. At this very period, advice was received that our Consuls at Malaga, Alicante, and other ports in Spain, had given directions to the British merchants and commanders of ships to depart as soon as possible. On this, the clamours of the nation were no longer to be withstood; and the Minister was forced to take some measures to appease the general discontent. Accordingly, on the 10th of July, his Majesty issued a proclamation, setting forth the depredations of the Spaniards, the expiration of the term limited for the payment of the 95,000 l., and the non-payment of it; and authorising general reprisals and letters of marque against the ships, goods, and subjects of the King of Spain: But still, in hopes of maintaining peace, Mr Keene had orders to represent to the Spanish Minister at Madrid, that notwithstanding these orders, the King his master would not be understood thereby to have broken the peace; and that as soon as his Catholic Majesty should be disposed to make the satisfaction demanded of him, reprisals should cease. To this message

message the Minister replied, That the King his master was very far from considering things in the same light as the Court of Great Britain did; and therefore, could not help looking on the making reprisals as an act of hostility; and hoped, with the assistance of heaven, and his allies, he should be able to support a good cause. The Marquis de Fenelon, the French Ambassador at the Hague, at the same time declared, That the King his master was obliged, by treaties, to send an army to the King of Spain, if he was attacked by land, and a squadron of men of war, if he was attacked by sea; and therefore he must look upon those as his enemies, who were enemies to his Catholic Majesty: He, at the same time, did all in his power to dissuade the States General from taking a part with Great Britain. To this the Ministers of the States General answered, That they had resolved to take no part in the differences of those powers; but that they must, however, send such forces to the assistance of Great Britain, as they were obliged to do by their treaties, if they were required. Mr Keene soon after withdrew from the Court of Madrid, as did Don Geraldino from that of London. The Minister foreseeing what was like to be the result of our disputes with Spain, had taken measures accordingly. Dispatches were sent to Commodore Brown at Jamaica; a reinforcement of ships was sent to Rear-Admiral Haddock in the Mediterranean, whose squadron had the good fortune to take the St Joseph, and another ship from the Caraccas, each valued at 100,000 l. Many ships were put in commission; and an embargo laid on all shipping in Great Britain and Ireland, in order to procure seamen to man the fleet. His Majesty, by proclamation, (July 14th), recalled all his seamen in foreign service, and offered bounties to all sailors and landmen who should enter on board his fleet.

July 21st, notice was given by the Lords of the Admiralty, that letters of marque, or general reprisals, against the ships, goods, and subjects of the King of Spain, were ready to be issued; and on the 23d of October, war was declared with the usual formalities against Spain, to the great joy of the whole nation. (See Note 9.)

The Ministry, in order to distress the enemy as much as possible, and knowing they drew their principal, if not all their resources

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resources for carrying on the war, from their settlements in the West Indies, and those in the South Seas; resolved to make their principal efforts against them in those quarters: and for this purpose, they planned two expeditions; the first to be under the command of Captain George Anson, who then commanded his Majesty's ship the *Centurion*; and the other to be commanded by Captain James Cornwall. The squadron under Mr Anson, was to take on board a regiment of foot commanded by Colonel Bland, to set sail with all possible expedition, and not to call at any place till they reached Javahead, in the East Indies; to stay there only to take on board water, and then to proceed and attack the Spanish settlements in the Philippine islands. Captain Cornwall's squadron was to be of equal force with the former, and to be dispatched immediately. By sailing round Cape Horn, he was to enter the South Sea, and endeavour to take some of the principal Spanish settlements there; after which, he was to form a junction with Commodore Anson at Manilla, and there to assist in the reduction of the place, if not already reduced; and both squadrons were here to receive orders for their future operations. This was a well digested plan, founded on the best information; and it is to be lamented that the Ministry did not adhere to it, as unfortunately they relinquished the sending of Captain Cornwall with a squadron to co-operate with Commodore Anson. An expedition was also concerted against the Spanish settlements in the West Indies; and the command of the squadron for this service was conferred on Captain Vernon, who, on this occasion, was promoted to the rank of Vice-Admiral of the Blue. In this appointment the Minister had two ends in view: it pleased the people, with whom Admiral Vernon was held in the highest esteem; at the same time that it freed him from a very troublesome opponent in Parliament, where Mr Vernon had rendered himself very considerable, by loudly attacking the conduct of the Minister, and in the severest language blaming the tameness of his conduct in regard to the Spanish depredations. His manners were unpolished; and, speaking his sentiments with a blunt freedom, he was generally esteemed as an honest man, and a good officer. He was supposed to be well acquainted with the

West Indies, and to know in what particular places the Spaniards were most vulnerable. In a debate upon the Spanish depredations, and insolence there, he affirmed, that Porto Bello, on the Spanish main, might be easily taken; nay, he even undertook to reduce it with six ships only. This remarkable speech was not forgotten; and his opponents rather hoped that he would disgrace himself and his party, by failing in this hazardous exploit, which he had treated so slightly, than that his endeavours should be crowned with success. Although, from his Parliamentary conduct, he had not been promoted to a flag in his turn, yet, when called upon to act for his country's service, he seemed to forget the neglect with which he had been treated, and, with the utmost alacrity, prepared to embark for his destined command. Laying aside all private animosity, and sacrificing all other considerations to the public welfare, he was the happy means of restoring the tarnished glory of his country, of vindicating her just rights, and humbling the pride of Spain; so that, while the naval annals of Great Britain shall remain, the name of Vernon will always be mentioned with gratitude and respect, whenever the taking of Porto Bello is mentioned.

The Admiral's instructions were signed the 19th of July; and the squadron allotted for this service being ready, he repaired to Portsmouth, and hoisted his flag on board the Burford. Having made a proper disposition of his squadron, (See Note 10.) he sailed the 24th. By contrary winds, he was constrained to put into Portland road, from which he sailed the 1st of August, but next day was forced to come to an anchor in Plymouth sound. The instructions he delivered out to the Captains under his command, do him great credit; while to discipline his men, and to render them expert at the great guns, as well as small arms, was his daily employment. His correspondence with his Majesty's Ministers, shews him zealously attached to the true interest of his country. The conclusion of a letter of his, whilst he lay at Plymouth, to the Duke of Newcastle, one of his Majesty's Principal Secretaries of State, is a strong proof of this. "I could wish indeed we had
"each of us a company of foot of regular troops sent on board
"us, which would have strengthened us in numbers, as well

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“ as had their expertness in handling their arms, to have in-
 “ cited our new men to the imitation of them. If we should
 “ come into a general war with France, as well as Spain, I be-
 “ lieve your Grace will have already perceived, from the diffi-
 “ culty of manning these ships as they are, the necessity there
 “ may be for having most of our marching regiments convert-
 “ ed into marines; and if, as they become seamen, they were
 “ admitted to be discharged for such *, that would make a good
 “ nursery for breeding them, at a time we might probably
 “ find such a necessity for them. As I have always looked
 “ upon our fleet, as what must not only protect our trade,
 “ but secure us the blessing of a Protestant succession, your
 “ Grace will be so good as to excuse the overflowing of a sin-
 “ cere, though it may be an imprudent zeal; being strongly
 “ convinced in my own judgment, that preserving a superio-
 “ rity at sea, is the best security for his Majesty’s government, as
 “ well as of the trade and prosperity of this kingdom.” Whilst
 here, he received intelligence of a Spanish squadron cruising off
 Cape Finisterre, for the protection of the Azogues fleet †, then
 daily expected. On this he called a council of war of all
 his Captains, when they were unanimously of opinion to at-
 tend to that information, and to steer a course the most likely
 to intercept the expected fleet. He accordingly sailed from
 Plymouth sound the 3d of August, and steered for the high
 land of Cape Ortegal, where he arrived the 9th of the same
 month. Undoubted information was here received, that the Spa-
 nish squadron had sailed for Cadiz the 21st of July, and that the
 Azogues ships were not yet arrived. On this, he stationed
 the Lenox, Elizabeth, and Kent, to cruize for the latter, and
 sent the Pearl to cruize off the coast of Portugal; and with
 the rest of his squadron steered for Madeira, where he was in
 hopes of obtaining some intelligence of the fleet which the
 enemy expected. From this place he wrote to the Duke of

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Newcastle,

* This piece of advice with respect to the marine corps, has been adopted,
 and found to answer beyond expectation.

† The Azogues fleet, are the ships which are sent from Spain to America,
 having on board great quantities of quicksilver for the working of their mines
 there, and other rich merchandize; which having discharged, they take on board
 very valuable cargoes, and return to Europe.

Newcastle, saying, that he was apprehensive, from intelligence he had received at sea, that the enemy had detached a strong squadron along with their galleons to the West Indies, and pressing for a reinforcement to be able to face the enemy. He declares he shall rather incur the censure of rashness, than the want of zeal; and concludes, by observing, "Your Grace must bear a share in this censure, if I am too weak for the work assigned me." Leaving this island, he steered for Antigua, where he arrived the 29th of September; and not being able to procure pilots for the Caracca coast, he failed to St Christopher's. From this island, he detached three of his squadron to cruize for some of the enemy's ships, with orders to join him at a fixed time at Jamaica, and with the remainder made the best of his way thither. Here he received certain intelligence that the galleons were not arrived, nor the fair at Porto Bello opened. That he might be certain as to what force the enemy had in these seas, and where it was most proper to begin his attack, he dispatched a sloop with a flag of truce to the Governor of Carthagena, offering to exchange Don Pedro Ellistagaritta, captain to the Spanish Admiral, (who, in the beginning of September, had been made prisoner by surprize by Captain Stapleton, of his Majesty's ship Sheerness, and who remained a prisoner at Jamaica), for the agents of the South Sea Company whom the Spaniards had imprisoned; and this, rather in expectation of obtaining intelligence, than of his request being complied with. Whilst the sloop was on this service, the Admiral learned, that Commodore Brown, with four ships, had battered down a fort which the Spaniards were building between the Matanzas and the Havanna; and that thereupon the latter had laid an embargo on all the English factory, and on a brigantine belonging to the Assiento Company, which lay ready to sail at the Moro Castle; and had sent directions to do the same at St Jago. Soon after, he was joined by Commodore Brown, with the Hampton Court only: and having received a full account of the Spanish force, shipping, &c. and their different stations, and thence concluding, that the galleons were destined to assemble at Carthagena, and to proceed from that port to Porto Bello, in order to open the fair, the money being arrived from Panama for that purpose;

pose; the Admiral now resolved to begin his operations with the attack of Porto Bello, and endeavoured to procure the best pilots he could find on the island for the expedition. Mr Trelawney, the Governor of Jamaica, highly sensible of the importance of the intended service, and anxious for the public good, gave the Admiral all the assistance in his power, sparing him two hundred soldiers, under the command of Captain Newton, an active and experienced officer. In the mean time, the three ships which the Admiral had dispatched from the island of St Christopher's, arrived at Port Royal from their cruize on the coast of the Caraccas, without effecting any thing; their pilots being bad, the ground foul, the weather tempestuous, and the enemy's ports so well fortified, as to render any attack made by so small a force extremely hazardous, if not altogether impracticable. Captain Knowles, in the *Diamond*, took a ship, on board of which was seventy-four thousand pieces of eight, and clothing for the garrison of St Augustine. The Admiral used the utmost expedition to get his squadron ready for sea; and left orders for the *Windfor*, then on a cruize, and the *Diamond*, which was repairing, (and would not be ready to sail with him), to follow with all convenient speed. Having appointed the proper convoys, he sailed from Port Royal on the 5th of November; and the day following, he issued the following instructions [For his line of battle, and description of Porto Bello, see Note 11.] to the Commodore and Captains of his squadron: "Upon making
 " the land at Porto Bello, and having a fair wind to favour
 " them, and day-light for the attempt, to have their ships clear
 " in all respects for immediate service; and, on the proper signal, to form themselves into a line of battle, as directed; and,
 " being formed, to follow in the same order of battle to the
 " attack, in the manner hereafter directed. And as the north
 " shore of the harbour of Porto Bello is represented to the Admiral to be a bold steep shore, on which, at the first entrance, stands Castle de Ferro, or Iron Castle, Commodore
 " Brown, and the ships that follow him, are directed to pass
 " the said fort, within less than a cable's length distance; giving the enemy, as they pass, as warm a fire as possible, both
 " from great guns and musquetry: then Commodore Brown

" is

" is to steer away for the Gloria Castle, and anchor as near as
 " he possibly can to the eastermost part of it, for battering
 " down all the defences of it; but so as to leave room for Cap-
 " tain Mayne in the Worcester, to anchor astern of him a-
 " gainst the westermost bastion, and to do the same there;
 " and to follow such orders as the Commodore might think
 " proper to give him for attacking the said castle. Captain
 " Herbert in the Norwich, after giving his fire at the Iron
 " Castle, was to push on for the castle of St Jeronimo, lying to
 " the eastward of the town, and to anchor as near it as he pos-
 " sibly could, and batter it down: and Captain Trevor in the
 " Strafford, following the Admiral, to come to an anchor a-
 " breast of the eastermost part of the Iron Castle, so as to leave
 " room for Captain Waterhouse in the Princess Louisa to an-
 " chor astern of him, for battering the westermost part of the
 " castle, and continue there till the service is completed, and
 " make themselves masters of it: the youngest officers to fol-
 " low the further orders of the elder, in the further prose-
 " cution of the attack; and if the weather was favourable for
 " it, on their going in, each ship, besides having its long-
 " boat towing astern, to have its barge alongside to tow the
 " long boats away, with such part of the soldiers as could con-
 " veniently go in them, and to come under the Admiral's
 " stern, for his directing a descent with them, where he
 " should find it most proper to order it. From the men's inex-
 " perience in service, it would be necessary to be as cautious
 " as possible, to prevent hurry and confusion, and a fruitless
 " waste of powder and shot; the Captains to give the strictest
 " orders to their respective officers to take the greatest care
 " that no gun was fired, but what they, or those they particu-
 " larly appointed, first saw levelled, and directed the firing of
 " of: and that they should strictly prohibit all their men from
 " hallooing, and making irregular noise, that would only
 " serve to throw them into confusion, till such time as the
 " service was performed, and when they had nothing to do
 " but glory in the victory. Such of the ships as had mortars
 " and cohorns on board, are ordered to use them in the at-
 " tack." About this time the Admiral ordered the Sheerness,
 Captain Stapleton, to sail for Carthagena, with orders to
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look in on the back of the town, and see whether the galleons were still in the harbour; and if he found them actually at sea, or in a disposition for sailing, or that any ships of war were come to join them, then to make the best of his way to Porto Bello, to give the Admiral the earliest intelligence of his observations, so as to prevent his being surprized. It was the 20th of November in the night, before the Admiral got sight of Porto Bello; and having chased some vessels into the harbour, the enemy became apprized of his being on the coast; but so meanly did they think of his force, that they were not in dread from any attack he might make on the place. That he might not be driven to leeward, he came to an anchor about six leagues from the shore. Early on the 21st, he weighed anchor with the squadron; and the wind proving easterly, he plied to windward, in a line of battle a-head. About two in the afternoon, the Hampton Court getting close to the Iron Castle, began the attack with great fury, and was seconded by the Norwich and Worcester, who, in less than twenty-five minutes, expended upwards of four hundred shot. The enemy's fire gradually lessened. On this, the Admiral, who was approaching the castle very fast, made a signal for the boats with the soldiers and sailors to come under his stern. By this time he got abreast of the castle; when the enemy, who had been reserving their fire for him, received him with a complete discharge of all their guns and small arms: the Burford was so close, that she received considerable damage from this fire, and had several men killed, some of them very near the Admiral. This fire, however, soon slackened; for that of the Admiral's ship and her seconds became too formidable for them to withstand; and the men stationed in the tops took such good aim, that the enemy were forced to abandon their lower batteries. On this, the Admiral made the signal for the boats to land, which they did immediately under the walls of the castle, in front of their lower battery; and although no breach was made, yet the place was happily carried by assault, by one man setting himself close to the wall under an embrasure, whilst another climbed up upon his shoulders: Thus they entered the works, and in a little time became masters of the castle; for, on the storming of the lower battery, the Spaniards became

became panic-struck, and fled further up the castle. In the mean time, the boats returned with a fresh supply of men; and when the sailors had entered the battery, they drew up the foldiers. The enemy seeing the danger they were in, no longer listened to the commands of their officers; some fled to the town, others hung out the white flag, wishing to capitulate; whilst a few, more resolute than the rest, shut themselves up in a strong lodgement, resolving to make resistance. On seeing the white flag held out, the Admiral made the signal to cease from firing; but, by reason of the eagerness of the men for battle, and the thickness of the smoke, it was some time before his orders were complied with. The enemy now surrendered at discretion, except the party who had shut themselves up; but on a shot being fired through the door of their strong-hold, they were willing to yield, and begged for quarter. Night coming on, the Admiral could now do nothing more than secure his conquest and his prisoners. From the way the wind blew, it was impossible for Commodore Brown and his ships to get up and attack Gloria and St Jeronimo castles; and, in spite of all their efforts, his division fell to leeward, and was obliged to come to an anchor; but lay in readiness to proceed to the attack as soon as day broke, if the wind permitted. From Gloria castle, the Spaniards kept firing some guns of their heaviest metal at the Burford and Strafford, which did little or no damage, except wounding the fore top-mast of the former. The Admiral ordered the fire to be returned from his lower tier. This answered beyond his expectation: the shot not only reached the castle, but the town, where one ball entered the Governor's house; others damaged several houses, and sunk a sloop at anchor off the castle. Early on the 22d, the Admiral went on board the Hampton Court, to consult what further could be done, and to give orders for warping the ships of the line up the harbour in the night, in order to attack the two castles the next day. To have attempted this measure in the day-time, would have been attended with a great loss of men, and great damage to the squadron, as they must have been exposed for several hours to all the guns of the enemy; but he was saved this trouble, by the Governor's hoisting the white flag, and sending a boat with a flag of truce,

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together with the terms on which he chose to surrender the place. Those were, "That the Governor would deliver up "all the fortifications, provided the honours of war were "granted to him and his garrison; have indemnity for themselves, the town, and the inhabitants; and be permitted to "keep all the ships in the harbour." These articles, the Admiral deemed inadmissible, particularly the last. As several of the ships were guarda costas, nay, some of the identical vessels which had done so much mischief to the British merchants, he resolved to have possession of them. With this view, he drew up such terms as he resolved to grant, allowing the Governor only a few hours to determine. Before the time elapsed, however, the terms were accepted of; and the Admiral sent Captain Newton with two hundred soldiers, to take possession of the castles and town, and a detachment of sailors to take possession of two twenty gun ships of war, and other vessels in the harbour; the crews of which, seeing the fate of the Iron Castle, and despairing of being able to defend themselves, landed in the night of the 21st, plundered the inhabitants, and committed great outrages. In this attack, the loss of men sustained by the Squadron, were three killed and five wounded on board the Burford; the like number of each on board the Worcester; and one man had both his legs shot off on board the Hampton Court. Ten thousand dollars, which had been sent to Porto Bello for the payment of the garrison, fell into the Admiral's hands: these he immediately distributed among the forces, for their encouragement. By the capitulation, the town was not to be plundered, nor the inhabitants molested in the smallest degree. The greatest care, therefore, was taken, that the terms should be most punctually complied with: for which purpose, and in order to eradicate from the minds of the Spaniards the misrepresentations respecting the British, which had been instilled into them with the greatest art, namely, that they were a perfidious and barbarous set of heretics, the Admiral declared, that such as disobeyed the orders issued on this occasion, should have no share of the prize-money.

Forty pieces of brass cannon, ten field-pieces, four mortars, and eighteen patteraroes of the same metal, were put on board the Squadron, together with all their shot and gun-powder,

except a sufficient quantity for the blowing up of the fortifications : and all the iron artillery were rendered useless. Whilst here, the Admiral was joined by the *Diamond*, Captain Knowles, the *Windsor*, Captain Berkeley, and the *Anglesey*, Captain Reddish. The Admiral resolved to dismantle the place, so that its name should no longer be terrible, nor its forts again afford an asylum to the enemy's guarda costas. He therefore entrusted Captain Knowles of the *Diamond*, and the honourable Captain Boscawen, who had requested to serve as a volunteer in this expedition, (his own ship, the *Shorcham*, being unfit for sea at this time), to act as engineers, and see his orders punctually complied with. They had an arduous task assigned them ; for the walls of the castles were so extremely thick, and the cement so strong, that it was a work of great labour to get the mines run under them. While this was going on, the Admiral sent a letter to the President of Panama, demanding the release of the factors and servants of the South Sea Company who were confined at that place, together with the restitution of their personal effects, as well as those of the aforesaid Company. In consequence of this message, the President sent an officer with Mr Humphries and Dr Wright, factors, together with the servants of the Company, who were delivered to the Admiral at Porto Bello.

On the 6th of December, Captain Stapleton returned from his cruise off Carthage, having taken two vessels laden with stores and provisions going to that place. The mines being now ready, were successively sprung with all the desired effect ; the castles and defences of the places being entirely demolished. The Governor and inhabitants of Porto Bello expressed themselves in the strongest terms of applause, when they spoke of the humanity and generosity with which they had been treated by Admiral Vernon, and the officers of his Majesty's squadron under his command. Admiral Vernon's conduct during this expedition, seems well worthy of imitation, and merits to be handed down to posterity with all the lustre it deserves. His courage and humanity will ever be conspicuous ; but, above all, the ardent love of his country, which was manifested by his steadily pursuing her true interests, and from which, no faction whatever, by rendering his actions subservient to the mean

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artifices of a party, could ever divert him. The 13th of December the Admiral sailed with his Squadron from Porto Bello; and having stationed cruizers to distress the enemy, and bring him the earliest intelligence of their motions, he returned to Jamaica; having, on his way thither, dispatched Captain Rentone with the account of his success to England.

1740.

The Parliament met on the 15th of November 1739; and his Majesty, in his speech to both Houses, said, He had called them together sooner than had been usual of late years, that he might have their immediate advice at this critical juncture: that he had, in all his proceedings with the court of Spain, acted agreeably to the sense of both Houses of Parliament; and did not doubt, but he should meet with a ready and vigorous support in this necessary war, which the repeated injuries and violences committed by that nation, upon the navigation and commerce of these kingdoms, and their notorious violation of the most solemn engagements, had rendered unavoidable. Both Houses returned most loyal and affectionate addresses; and assured his Majesty of their hearty support. The members who had seceded after the address of approbation of the convention with Spain, resumed their seats; and Mr. Pulteney thought proper to vindicate their conduct on that occasion, by saying, "They thought that step was necessary, as affairs then stood, for clearing their characters to posterity, from the imputation of sitting in an assembly, where a determined majority gave a sanction to measures evidently to the disgrace of his Majesty and the nation: that their conduct was fully justified by the declaration of war against Spain: that any further vindication would be superfluous; for every assertion contained in it had been fulfilled, almost in the same words insisted upon by those who opposed the convention: every sentence is an echo of what was said in our reasonings against that treaty: every positive truth which the declaration lays down, was denied with the utmost confidence by those who spoke for the convention: and since that time, not one event has happened, which was not then

“ foreseen and foretold.” The Minister’s answer to Mr. Pulteney, by no means did away the strong truths which he had asserted. He said, “ He did not regret the secession; as towards the end of the last session, some acts had passed much to the interest of the nation, and which were greatly forwarded and facilitated by their absence; and if they now returned only to oppose and perplex, he should not be sorry to see them secede again.” Notwithstanding all the encouragement held out by Government, for seamen to enter into the Royal Navy; yet, in general, so great is their aversion to the service, that, on the breaking out of every war, Government are obliged to adopt measures to man the fleet, which state-necessity alone can give a sanction to. Strange! that a nation, whose very existence depends upon the preservation of its naval influence, should never yet have been able to devise the proper means to obviate the cause, or causes, which occasion this general dislike among seamen to serve in the Royal Navy. A laudable effort to this purpose was made this session of Parliament; and a bill was brought into the House of Commons, by Sir Charles Wager; then first lord of the Admiralty, for registering all the seamen and watermen in Great Britain. But, unfortunately, it was framed in so very exceptionable a manner, that it was warmly opposed by a great number of respectable members; and by none more than Sir John Barnard, who said, That if the bill should pass, a sailor and a slave would become terms of the same signification; and if such a bill was become necessary, it was only so by the fault of those who proposed it. That it was impossible to hear the bill read, without being alarmed at an open attack on the liberty of many thousands. If the design was to propagate slavery, and register one set of men after another, let the sailors be the last to lose their freedom; let the first register be filled with the despicable names of pensioners, placemen, sycophants, and dependents. A registered seaman, by this bill, must appear whenever he is summoned, whatever the circumstances of his family, or the state of his private affairs are; and if he should by his industry acquire a fortune, or an ample inheritance descend to him, he may be torn from his possessions, and forced into hardships, which few would undergo, but from the sense of

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of fear or want. Nor was it less detrimental to the merchant than the sailors, who might be taken out of merchant-ships in America, and consequently the merchants be disabled from bringing their effects home. The bill was ordered to be printed; this did not augment the number of its friends: for, on its second reading, a fresh debate arose; and the evil tendency of the bill was so clearly demonstrated, that it was thrown out.

On the 12th of March, Captain Rentone of the *Triumph* sloop, arrived with Admiral Vernon's dispatches, giving an account of his success in the West Indies. Never did news afford such universal joy; the whole nation was elated beyond description; bonfires, illuminations, and rejoicings, were to be heard of every where. Both Houses of Parliament presented congratulatory addresses to his Majesty on this occasion; and their example was followed by the cities of London, Bristol, and most of the principal cities and towns in the kingdom. Both Houses of Parliament voted their thanks to Admiral Vernon, for the taking of Porto Bello; and the city of London voted him the freedom of the city, to be presented in a gold box, for the services he had rendered to his country. The Commons were as liberal in their grants as could be wished. In the course of the Session, they voted twenty-eight thousand land-forces, exclusive of the new levies, and a strong body of seamen; the money voted for the service of the current year, amounted to the sum of 5,017,651 l. 5 s.; granting, at the same time, ample supplies to the navy. More ships were put in commission; and the royal bounty to encourage seamen to enter on board the fleet, was increased to two guineas for every able-bodied seaman, and thirty shillings for every ordinary one. A number of merchant ships were taken into the service of Government as transports: in short, such steps were adopted by Administration, as afforded the nation hopes that the war would be carried on with vigour. Captain Rentone, who brought home Admiral Vernon's dispatches from Porto Bello, was presented with two hundred guineas, and promoted to the rank of post-captain. It would have been fortunate for the interest of Great Britain, on several occasions, and on none more than the period we now are speaking of, if, when

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an Administration is forced, by the voice of the people, or other concurrent circumstances, to enter into a war contrary to their opinion or inclinations, they should quit the helm of affairs, and leave the management of it to others more hearty in the cause. By continuing to direct, they employ their own particular friends, who are supposed to be devoted to their interests. If their measures prove unsuccessful, they fail not to be severely commented upon by the adverse party: and frequently great art has been used to impress the minds of the people with suspicions, that the Minister has sacrificed the interest and glory of the nation to preserve his political influence. If the Ministry had persevered, and carried into execution the plans that had been so wisely laid for them, of sending the expeditions to the East Indies, and the South Seas, under the commands of Captains Cornwall and Anson, Spain would have been completely humbled, and glad to comply with all our demands to obtain peace: but, for reasons best known to themselves, the former was entirely abandoned, and the latter fitted out in a way so very different from what was at first intended, and sent with a force so extremely feeble and disproportionate to such severe service, that, to those who knew ought of the difficulties he had to encounter, success was not to be hoped for. Nay, after they had come to the resolution of sending the expedition against the Spanish settlements in the South Seas, Captain Anson was detained from January to September, at Spithead, on the most frivolous pretences; and so little care was taken to conceal his destination, that the enemy were fully apprized of it. They accordingly took every measure in their power to render the enterprise abortive. Administration did not listen with sufficient attention to the representations of professional men, otherwise they had obviated all the delays which had been unnecessarily thrown in the way; and Captain Anson, with his squadron, would not have been ordered to sail so as to arrive off Cape Horn in the most tempestuous season of the year. Had all his ships reached the appointed rendezvous in the South Seas, the probability was, that they would have been so crippled by storms, as to be in a great measure unfit for service. In order to defeat our designs in South America, the Spaniards, as soon as they learned for certain of Captain Anson's destination, equipped a strong squadron of ships of war; embarked in them

them a regiment of infantry, and sent them, under the command of Admiral Pizzaro, in pursuit of Captain Anson. This Squadron experienced still more disasters than the one they were sent to defeat. They had only four months provisions on board, and were so completely ruined by the succession of hurricanes they met with, that they never rendered the smallest service; nay, even of the regiment they had on board, not a company survived to land in America. An old regiment of infantry made a part of the original plan of force with which Captain Anson was to be furnished. This, too, became well known to the Spaniards; and as it was to be commanded by an officer of experience and abilities, gave the enemy great and just uneasiness. But their apprehensions did not last long;—too soon were they freed from them. This most excellent measure was laid aside, and, in its place, the most absurd and cruel one substituted that ever entered into the mind of man. Indeed it favours so much of folly or madness, that posterity will scarcely credit it, when informed, that the military force ordered to replace the old regiment, consisted of some hundreds of invalids, collected from the out-pensioners of Chelsea Hospital. Sure, never was a measure so strongly fraught with the grossest cruelty and ignorance. Unfortunate veterans! to survive the glorious victories of the Boyne, and of Blenheim, only to be dragged, in their old age, from their retirements, with their wives and families, subsisting, as they did, on the scanty pittance allowed by their country, and which they had dearly earned. How cruel, to be forced, with all their infirmities, to go on a service that required the fullest vigour of youth and strength to encounter! What must the different nations of Europe have thought of the heads and hearts of an Administration capable of acting in such a manner to those brave men who had truly sacrificed their best days in the service of their country! Vain were the representations which Sir Charles Wager, the first Lord of the Admiralty, made on this head to the Ministry. He loved his country, and felt for its honour; he knew that such troops, so far from being serviceable to the enterprize, must necessarily prove a great clog to its success: but the answers he received were such as soon convinced him, that the measure was obstinately to be adhered to. An account of this extraordinary and curious expedition,

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the reader will find under the occurrences of the year 1744, when Commodore Anson returned to England. In the course of this Summer, Sir John Norris was sent out with a strong fleet to the coast of Spain, of which we shall hereafter give an account. But what ingrossed the attention of the public most, was the expedition planned to be sent to the West Indies. Blake or Raleigh were never more the favourites of the nation, than Admiral Vernon was at present; and the Ministry knew that nothing could be more popular than powerfully to second and follow up the blow he had already struck against the Spaniards in the West Indies. Early this year, the Ministry resolved to send a strong military force to Jamaica, to arrive there just as the hurricane months were over. The choice of the place most proper to be attacked, was left entirely to Admiral Vernon, on whom the command of the fleet was conferred; as was that of the troops on Major-General Lord Cathcart, an officer of very great abilities and experience, and in every respect adequate to so important a charge. For this part of the service only two old regiments of infantry were allotted; to these were to be added six newly raised regiments of marines; and the better to discipline them, and to prevent desertion, they were encamped for some time in the Isle of Wight, until the fleet which was to escort them to their destination was got ready. These troops were to be farther reinforced at Jamaica by a corps of three thousand men raised in the North American colonies, and commanded by Colonel Spottiswood, to whom Lord Cathcart had wrote, making very liberal offers to such as chose to enlist in this service. The fleet which was to escort Lord Cathcart and the troops to the West Indies, consisted of six ships of the line only: But as the steps for this expedition were taken with very little privacy, the Spaniards soon obtained intelligence of it; and, so early as the 10th of July, they detached a strong squadron, with a considerable body of land forces, and stores of all sorts on board, under the command of Don Roderigo de Torres, to the West Indies. They even did more; for they prevailed on the Court of Versailles to publish their sentiments and intentions, which they did in a rescript sent to all their ministers resident at the different European Courts. In this they avowed their

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friendship and strict alliance with the Court of Madrid, and that they could not peaceably bear to see Great Britain forming new settlements, and making conquests in the West Indies*; and they soon after sent no less than three squadrons of ships of war to that part of the world. Fortunately for Great Britain, the ships of both French and Spaniards were not in a good condition, and their stock of provisions disproportioned to the enterprize. The first squadron the French sent, consisted of four ships of the line, under the command of the Chevalier de Nesmond, and sailed from Brest the 28th of July. The second sailed from the same port about the end of August, under the command of the Marquis d'Antin, and consisted, in all, of eighteen ships; but meeting with a storm soon after their departure, two or three of their largest ships were so much disabled, that they were obliged to return to Brest. The third squadron sailed from Toulon on the 25th of August. It consisted of fifteen ships of war in all, and was commanded by the Chevalier de Roche-Allard. They touched at Malaga the 24th of September, and on the 26th they passed the Straits. Upon opening their orders, they found that four of their largest ships were ordered to return to Toulon; the rest proceeded on their voyage. The three squadrons arrived at Martinico in September and October. That under the command of the Chevalier de Nesmond encountered a severe storm just before it reached Martinico, in which the ships were greatly damaged. During this tempest, the French islands suffered so much, that they could not afford the necessary supplies for so large a fleet: this was a great disappointment to the commanders, and tended much to retard their operations. But this expedition was in a great measure defeated by another storm, with which the fleet was overtaken on its voyage from Martinico to Hispaniola, in which it sustained so great a loss, that before it could be put in a condition to act in conjunction with the Spaniards, the fleet under Sir Chaloner Ogle, with the troops and stores, were arrived at Jamaica. The French fleet was in great want of provisions; the island of Hispaniola could not afford them a sufficient supply; and the British Ministry, by a well-timed embargo in Ireland, prevented the ships which the

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* Annals of Europe, Vol. III. p. 394.

French had loaded at Cork from coming to their relief. There is no doubt but the British nation had reason to be alarmed for the safety of their settlements in the West Indies, considering the great military force which France and Spain had assembled there; for they were convinced that the Court of Versailles would not sit out such strong fleets without some design: and, that France intended to act in conjunction with the Spaniards at this time, is certain. Why this plan was so suddenly given up, and other measures adopted, has never been well accounted for. But the Emperor of Germany dying on the 20th of October this year, it is conjectured that this event gave a new turn to the designs of the Court of Versailles, occasioned the recal of their fleet, and postponed the rupture with Great Britain; their whole attention being instantly turned towards Germany and Italy. The Spanish squadron under the command of Don Roderigo de Torres arrived at St Juan de Porto Rico about the middle of September, greatly damaged by a violent storm, in which they lost two ships of war. The repairing of their fleet took them up a considerable time; but this being accomplished, they proceeded directly to Carthagena, where Don Roderigo landed the reinforcements from Old Spain; and, leaving a strong detachment of his squadron under the command of Don Blas de Lefo, for the greater security of the place, sailed with the remainder for the Havannah, supposed to be with the design of forming a junction with the French squadron under the Marquis d'Antin, and to act agreeably to their orders. But soon after the arrival of Sir Chaloner Ogle at Jamaica, the French squadron returned to Europe in great distress, and left their good friends and allies to make the best defence they were able for themselves.

WEST INDIES.—*Jamaica Station.*

WE left Admiral Vernon, last year, making the best of his way, with the squadron under his command, from Porto Bello to Jamaica: soon after which, the fleet was dispersed by a violent storm; so that only the Hampton Court, who had sprung

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her main-mast, arrived at Port Royal with the Admiral: the Strafford and Anglesey came in a few days afterwards, much damaged. From the very bad condition of the masts and rigging of the Worcester, Windsor, Princess Louisa, and Diamond, together with the Spanish prizes, the *Astrea* and *Triumph*, the Admiral judged they could not reach the island; and knowing them to be extremely short of provisions, he went ashore himself, and ordered his own ship, the *Burford*, to proceed to sea in quest of the missing ships, having sent on board provisions, stores, and all sorts of necessaries to accommodate them. The Captain had orders to examine all the harbours in the neighbourhood of Porto Bello, lest any of the ships might have failed of making that harbour. His good intentions were frustrated by a misfortune which befel the *Burford*. Having nearly reached her destination, she, through the ignorance of the pilot, run against a coral rock, two leagues to the leeward of Point Canoa, and in sight of Carthagena. Nothing but the experience and good conduct of the Captain and officers saved the ship; she was, by their exertions, got off, but received so much damage, that the Captain was under the necessity to make the first port he could. He tried to get into Porto Bello, but the weather would not allow him: he therefore made for Jamaica, and, with the utmost difficulty, reached Port Royal the 6th of February. There he found all the crippled ships he had been sent in quest of, except the *Triumph* sloop of war, which had foundered near Sambala Keys; but the officers and men were saved by the ships in company. The Admiral, on his return to Jamaica, found the *Greenwich*, which had arrived with four bomb-ketches, some fire-ships, and also some ships from England, a little time before him. He lost no time in preparing the Squadron for some new enterprize; and finding that the *Burford* was not in a condition to proceed to sea, he hoisted his flag on board the *Strafford*, and, with the *Princess Louisa*, *Windsor*, *Greenwich*, and *Norwich*, together with the bomb-ketches, fire-ships, &c. put to sea on the 25th of February, leaving orders with Captain Watson of the *Burford*, to follow him as soon as the ship was repaired, and to bring the *Torrington* along with him. The Admiral left the other ships of his Squadron for the protection of the island, under

der the command of Commodore Brown. It was soon learned that the Admiral meant to bombard the city of Carthagena. What good purpose this could answer, is not very clear; and possibly the Admiral might be actuated to offer this insult to the Spaniards, in resentment of a letter which he had received from the Spanish Admiral there, Don Blafs de Lezo, concerning his demolishing the forts at Porto Bello, couched in very disrespectful terms. The Admiral got sight of the high land of St Martha, on the Spanish main, on the 1st of March; and, after ordering Captain Wyndham, of the Greenwich, to ply up in the night, and ly to windward of that port, the better for intercepting whatever might be going in there, he, with the rest of the squadron, bore away, with an easy sail, for Carthagena. On the 3d he was joined by the Falmouth, Captain Douglas; and that evening he anchored before the town with his squadron, in nine fathoms water, in an open bay, called Playa Grande. Having reconnoitred the place, he made a disposition of his bomb-ketches; and on the 6th, they, with their tenders and vessels to assist them, were ordered in to bombard the place; which they continued doing till nine the next morning. The squadron received no sort of damage from the town; but the shells from the bomb-vessels injured many of the houses, and in particular the custom-house, the Jesuit's college, and the cathedral church. The enemy, like ourselves, expended much powder and shot to little purpose. The inhabitants, as usual in such cases, were dreadfully frightened; and as the British squadron was of too small force to do any thing more here, the Admiral gave orders for the next general rendezvous to be Porto Bello, or off the mouth of the river Chagre; and, making the signal for the line of battle, coasted along the shore towards Bocca Chica, the Admiral making such observations on the coast and forts (which fired at the fleet as they passed, but without effect) as might be of service in any future attack against this place. Having received intelligence that Don Blafs had ordered the Vizara ship of war, commanded by Don Joseph de Herrera, to come and join him, and that the St Jean, another Spanish ship of war, and a snow, was to accompany him; Mr Vernon, anxious to intercept these ships, ordered Captain Berkeley in the Wind-

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for, with the Greenwich, Captain Wyndham, to cruize off the port of Carthagena for this purpose, and at the same time to watch the motions of the galleons. The Admiral then made sail for Porto Bello to repair his squadron, and take in water. On the 13th, the Diamond, Captain Knowles, joined the squadron. The Admiral ordered Captain Knowles to go on board of the Success fire-ship, accompanied by the brig tender, to proceed to the mouth of the river Chagre, take the soundings, reconnoitre the fort, and then to return, and report as to the manner in which the fort could be attacked by the squadron with the greatest probability of success. Some small ships of war were also dispatched to block up the harbour, and hinder, if possible, any of the guarda costas or privateers from putting to sea. The Admiral's ship, together with the Norwich and bomb-ketches being watered, they put to sea on the 22d, and were the better enabled to proceed on the expedition, as Mr Vernon, during his stay at Porto Bello, had procured an accurate chart of all the coast, from Porto Bello to Chagre, and of the mouth of that river, (See Note 12.) and the shoal before it. These he obtained from Lowther the pirate, who, by doing this piece of service to his country, had his Majesty's pardon granted him, and leave to return to England. The Admiral left orders for the remainder of his squadron, at Porto Bello, to follow as quickly as possible. An accident happening to the fore-top-sail yard of the Strafford, retarded the Admiral's progress; but, that no time might be lost, he ordered Captain Herbert, in the Norwich, to proceed with all the sail he could, and enter the river Chagre, taking with him the bomb-ketches, fire-ships, and tenders under his command, and to follow such instructions as Captain Knowles should give him for placing the bomb-vessels, and for cannonading the castle of St Lorenzo. By three in the afternoon of that same day, Captain Herbert came to an anchor in the river, and began to batter the castle; and Captain Knowles began the bombardment the same evening. By ten o'clock that night, the Admiral, in the Strafford, got in; and, before morning, was joined by the Princess Louisa and Falmouth. The bombardment was continued; and the ships of the line kept firing leisurely the guns of their lower tier till the 24th, when

when the Spaniards hung out a white flag, and the place was surrendered by capitulation. The Admiral appointed Captain Knowles governor of the place, and sent him ashore with five lieutenants, and one hundred and twenty men as a garrison; who, by three in the afternoon, had possession given him of the castle, forts, and customhouse. The next day the Admiral came ashore, and gave orders for shipping on board the squadron, such goods as were found in the town and customhouse, and such as were intended for loading of the galleons: these consisted of two thousand eight hundred and ninety-two serons, two butts, and five hogsheds of cocoa; one thousand two hundred and forty serons, four butts, four hogsheds, and twelve puncheons of Jesuits bark, and three hundred and twenty-seven bales of Vigonia wool; the whole valued at 70,000 l.; besides plate, and other valuable merchandize, to a considerable amount. The two guarda costa sloops found here, being the only remaining ones in those seas, were sunk; first having their decks broke up, and being otherwise rendered useless. The customhouse being cleared of the merchandize, by the 28th, was filled with combustibles, set on fire, and consumed; and next day, eleven brass guns, and as many patteraroes, were shipped on board the squadron. Mines having been run under all the fortifications, and filled with powder, the garrison was withdrawn, and fire set to the train, by which, in a few minutes, all the works were completely demolished. On the 30th, the Admiral put to sea with all his squadron. Next day, being off Porto Bello, he was joined by the Windsor and Greenwich, from their unsuccessful cruize off Carthagena; and on the 2d of March by the Burford from Jamaica. He had received intelligence, that some Spanish ships of war from Ferrol, were arrived at St Juan de Porto Rico, with the viceroy of Santa Fé on board; and, imagining that the viceroy would chuse to land at St Martha, which was within his government, before he proceeded to Carthagena, he detached the Windsor, Burford, and Greenwich, under the command of Captain Berkeley, to cruize to windward of St Martha, in hopes of intercepting this fleet. But the Spaniards used such precaution, that they escaped our ships, and landed the viceroy safely at Carthagena, who brought a reinforcement to the

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the garrison of six hundred soldiers. Admiral Vernon soon after returned with his squadron to Jamaica. This second blow given to the Spaniards by Admiral Vernon, raised him to the highest degree of reputation with his countrymen of all denominations. Even the ministry paid him far greater compliments than ever were paid to the commander of a squadron before. They informed him, that his Majesty was so fully persuaded of his zeal for the public service, and of his good conduct, in taking such measures as would most effectually conduce thereto, *that he left it entirely to his discretion, to act against the Spaniards, in such a manner, and in such places, as should appear to him best for answering the ends proposed by his former orders.* And the Duke of Newcastle further told him, that he had received particular commands, to assure him of his Majesty's entire approbation of his conduct in the late expedition, and of the humanity with which he had treated the inhabitants after the reduction of Porto Bello.

Admiral Vernon receiving advice from Lord Tyrawley, the British Ambassador at Lisbon, that a squadron of Spanish ships of war had sailed from Cadiz, supposed to be for the West Indies; he got ready as many ships as he possibly could, and, with them, put to sea on the 6th of June, steering for the high land of St Martha, in hopes of intercepting them before they reached Carthagea. The weather was very stormy; the *Windfor* lost her fore top-mast, and was obliged to return to Jamaica to refit: the squadron made the land in a few days; but as the wind continued to blow hard, they suffered a good deal in their rigging; and hearing no account of the enemy, the Admiral quitted that station, and steered for Port Royal, where he arrived the 21st. The shortness of this cruise gave the Admiral's enemies a great handle against him; and many alleged that his zeal for the public service began to abate. He ordered one of his cruisers to look into the harbour of Carthagea; but they found that no fleet had arrived there: they fell in, however, with a French vessel, on board of which they found the South Sea factors, who had been so long detained at Carthagea. They had at last obtained leave to embark in this vessel, upon a promise of paying one hundred pistoles

pistoles for their passage to Rio de la Hacha, from whence they were to find their way to Jamaica, in the best manner they could: they gladly came on board the English ships, which greatly shortened their voyage. The Worcester and Fal-mouth being on a cruize, took a Dutch ship to the westward of Cuba: she had been hired to bring over the new Viceroy of Mexico, who having escaped in a sloop, had, in his hurry, left behind him his crown, sceptre, and other regalia, together with his jewels and money in specie, to the value of near 10,000 l. From a want of stores, and other necessary supplies, Admiral Vernon could only send his frigates out to cruize; but on the 5th of September, he had the good fortune to be joined by the store ships from England, under convoy of his Majesty's ships *Defiance* and *Tilbury*. On the 3d of October, he proceeded to sea with a part of his squadron on a cruize, and on the 19th of that month, he luckily fell in with eight sail of transports, under convoy of his Majesty's sloop the *Wolf*, with land forces from North America: these he conducted safe to Jamaica; where he soon after had intelligence of the arrival of the Spanish squadron, under Don Roderigo de Torres, at Carthage-na, and of the French squadron under the Marquis d'Antin, at Port Louis; so that he found himself hemmed in between two squadrons, each of which was superior to him in ships, and number of men; one a declared enemy, and the other, as he had great reason to suspect, a secret one*. As soon as the French squadrons reached Martinico, an embargo was laid on all the ships in the island, by which a great many men were raised; and all their measures indicated that they were soon to proceed on some important expedition. In their voyage from Martinico, they met with a violent storm, and put into Port Louis to refit their ships, and procure provisions; which last, however, they found it next to impossible to obtain, as the tempests of this year had, in a great measure, desolated all the French settlements in the West Indies. Admiral Vernon

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* From the most authentic papers which were intercepted, it is now known that the Marquis d'Antin's orders were to join the Spaniards, and to act as a joint council of war should determine.

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was in a manner shut up at Jamaica the remainder of this year, and waited with the greatest impatience for tidings of Sir Chaloner Ogle and Lord Cathcart. The fleet destined to escort Lord Cathcart, and the troops under his command, to the West Indies, was to be commanded by Rear-Admiral Balchen. The end of July, and the beginning of August the troops broke up their encampment in the Isle of Wight, and embarked on board transports; and on the 23d of August the fleet set sail from St Helen's, but the wind coming contrary, they were obliged to put back the 25th. On the 4th of September, they again put to sea; but they were even more distressed than before; for the wind not only became contrary, but increased to a storm: several of the ships ran foul of each other, and, having received considerable damage, they were once more constrained to return to St Helen's. In the end, these disasters proved very fortunate, both for the nation and this armament; for it was soon after known, that the Spaniards and French had sent very powerful squadrons to the West Indies; and, from every appearance, it was judged that they had orders to act in conjunction. The fleet which Admiral Balchen had with him, consisting of but one third rate, five fourth rates, and one sixth rate, was by no means a match for so great a force: a new plan, therefore, was adopted, and a new commander of the fleet appointed. Sir John Norris having returned from his expedition, Rear Admiral Sir Chaloner Ogle, who had been with him, was now ordered to take the command of the fleet intended to escort the army to its destination, and which was now increased to nine ships of eighty guns, five of seventy, ten of sixty, and one of fifty, two hospital ships, and six fire-ships. The getting of this fleet in a proper state for the service they were going on, occasioned a long delay; so that it was the 26th of October before they sailed from St Helen's. They cleared the Channel; but when about seventy leagues to the westward of the Start, latitude 47. 54, on the 31st they met with a violent gale, in which the Buckingham, the Superbe, and the Prince of Orange, were so much damaged, that the first was obliged to return to Spithead, and the other two to make the best of their way to Lisbon, to which port the Admiral sent the Cumberland to escort them. The mis-

fortune attending these ships was attributed to the newness and stiffness of their sails, which did not easily ply with the wind, and therefore bore so hard upon the masts, as to break or spring them; for none of the transports suffered any damage. The fleet arrived at Prince Rupert's Bay, in the island of Dominica, one of the Caribbee islands, on the 19th of December; and the day following, the expedition sustained a very great loss in the death of Lord Cathcart, occasioned by a bloody flux, of which he had been taken ill on the 8th of that month. His Lordship had been at very great pains to procure all possible information with respect to the situation and strength of the enemy's fortresses in America; he was greatly beloved by the troops, on account of his humanity, generosity, and affability; and possessed of every necessary requisite for the Commander in Chief of such an enterprize; so that his death was considered as a national misfortune. The loss of this nobleman was not the only one which the expedition sustained; as about the same time, Brigadier General Spottiswood, who had raised a large body of troops for this service in North America, died in Virginia: he was an excellent officer, and, by his experience and prudence, might have greatly contributed to the success of his Majesty's arms in the West Indies. Rear Admiral Ogle sailed on the 27th to St Christopher's, the place of rendezvous for his fleet: here he picked up some straggling transports; and the next day the whole fleet sailed for Jamaica. A few days afterwards, being near the west end of the island of Hispaniola, they descried four large ships: on which the Admiral made the signal for the Prince Frederick, Orford, Lyon, Weymouth, Augusta, and another ship of the line, to give them chase. At four in the afternoon, the four ships hoisted French colours, but did not shorten sail; so that it was ten o'clock at night before the British ships came up with them. The Prince Frederick being the headmost, hailed one of the ships in English, and then in French; but, not deigning to return an answer, Lord Aubrey Beauclerk ordered a shot to be fired at them, and soon after another. On firing the second shot, the French ship, in an instant, opened all her ports, and poured a complete broadside into the Prince Frederick, which she immediately returned. The Orford soon

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after came up; and both ships engaged the four French ones for near an hour and a half: there being but little wind, it was some time before the other ships could share in the action: but the Weymouth having got up just as the Orford's main top-mast was shot away, she immediately joined in it. Captain Knowles went on board the Prince Frederick, and advised Lord Aubrey to make the signal to desist, he being certain they were French ships of war. This was accordingly done; but the French continuing to fire afterwards, the action was renewed for half an hour more, when both parties gave over firing by consent. As soon as it was day, Lord Aubrey Beauclerk being the senior officer, made a signal for all the other Captains to come on board his ship; and having asked their advice, what was proper to be done, they were of opinion, that an officer should be sent on board the enemy, to know for certain what they were. Accordingly, Lord Aubrey sent an officer on board of the Commandant, who having learned that they were French, asked, Why they did not answer when they were hailed? They pretended that they did answer, and would complain of the usage they had received. On board the Prince Frederick, there were four men killed, and nine wounded; on board the Orford, seven men killed, and fourteen wounded; on board the Weymouth, two men killed. The other ships did not sustain any loss; but the Prince Frederick and Orford were much damaged in their masts, yards, and rigging. The French ships appeared very much shattered; and their Commodore, on being hailed by Lord Augustus Fitzroy, expressing a hope that few of his men had been killed; he replied, but too many. Our ships proceeded to rejoin Sir Chaloner Ogle, who, with the fleet, arrived at Jamaica the 7th of January 1741.

NORTH AMERICA.

General Oglethorpe, the Governor of Georgia, having received intelligence which he thought he could rely upon, that the Spanish garrison at St Augustin in Florida was feeble, and in want of provisions and stores, thought it would be a fit opportunity to endeavour to dispossess the Spaniards of that co-

lony. For this purpose, he went in person, in the month of February, to Charlestown, South Carolina, and communicated his plan to the Governor of that province, and to the Commander of his Majesty's ships then on that station, (See Note 13.) They readily promised to give all the assistance in their power. The Assembly being met at the time General Oglethorpe was there, it was judged proper to lay the scheme before them. This done, they agreed to second the proposal with their best endeavours; and it was accordingly settled, immediately to raise a regiment there, consisting of four hundred men, with a troop of rangers; to purchase presents for five hundred Indians, and provisions for three months for the troops, together with arms, ammunition, and every other requisite for the expedition. The command of the regiment was bestowed upon Alexander Vanderdusson, Esq. General Oglethorpe, full of the most sanguine expectations of success, returned to Savannah, in order to get the quota of the troops, &c. which was to be furnished by Georgia, in readiness for the expedition. The general rendezvous of the forces for this service, was appointed to be at the mouth of the river St John, the whole to be there by the 9th of May. The first enterprize they went upon, was the taking of St Francis de Pupa, a little Spanish fort situated about seventeen miles from St Augustin; in it was found a garrison of a serjeant and twelve men. On the 10th of May, the army marched to attack Fort Diego, about twenty miles from the mouth of St John's river: it was built by Don Diego Spinola, to defend his lands from the incursions of the savages. They reached the place on the 12th; it surrendered on the first summons; and in it they found two carriage-guns two pounders, nine swivels, and a garrison of fifty men. The General garrisoned it with sixty men, as it was a post of some consequence; and returned with the army to the mouth of St John's river, in order to meet some of the troops who had not yet joined them. On the 31st of May, the army was put in motion, in order to attack Fort Moosa, situated within two miles of St Augustin, and twenty-three from Fort Diego. On the approach of our troops, the enemy abandoned the place: General Oglethorpe ordered the gates to be burned, and three breaches to be made in the walls.

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The town and fort of St Augustin were reconnoitred, and a plan of attack concerted. It was then resolved to leave a strong garrison in Fort Moosa, under Colonel Palmer, to harass the Spaniards on that side: the army to return to Diego, embark on board the fleet, and go round opposite the town. Colonel Vanderdussen was ordered to march and take possession of Point Quartell, lying to the north of the bar, and separated from Fort Moosa by a creek. The General, with his regiment and Indians, debarked on the island of St Anastasia, opposite the castle. Commodore Pearce sent the General about two hundred sailors, under the command of Captains Warren, Laws, and the Honourable George Townshend. These were of great service in erecting batteries; but these batteries being raised at too great a distance to do effectual execution, our cannonade and bombardment did very little damage either to the castle or town of St Augustine. The enemy returned a brisk fire from both places; but what annoyed our people most, was a well directed fire from six half gallies, which the enemy had in the harbour. A plan was laid to attack these, which was to have been carried into execution by the three naval Captains and the sailors, provided there was a sufficient depth of water for the purpose: at the same time the General was to land with the greater part of his troops, and attack the town, whilst Colonel Vanderdussen was to keep up a brisk fire from the batteries on the castle. But from the report made by those who sounded the quash opposite the town, and where the gallies lay, there was not found water sufficient to enable them to undertake the enterprize: it was therefore declared impracticable. On the 15th of June the Spaniards made a strong sortie, and attacked our post at Fort Moosa, which they carried. Colonel Palmer was killed: and the principal part of the detachment were either killed, made prisoners, or dispersed: our batteries, at the same time, made little or no impression on the place, and a storm of wind shortly after obliged the ships of war to put to sea. The enemy availing themselves of this, threw into the place a supply of men, provisions, and stores. It therefore was judged most prudent to raise the siege, and retire.

MEDI-

MEDITERRANEAN.

ADMIRAL HADDOCK, who commanded his Majesty's fleet on this station, (See Note 14.) kept the Spanish Squadron blocked up in the harbour of Cadiz. Many of his ships, however, becoming foul, he was under a necessity of proceeding to Mahon, to have them cleaned; leaving a considerable squadron under the command of Rear-Admiral Sir Chaloner Ogle, to observe the enemy's motions. The Spaniards still continued to make great warlike preparations at all their ports, with the design, as they gave out, of invading Minorca. This induced Admiral Haddock to convey the whole of his force at that island, the more effectually to preserve it; while Sir Chaloner Ogle, in consequence of these orders, joined the fleet. The coast being now clear, the Spanish fleet, consisting of nine sail of the line and two frigates, commanded by Don Roderigo de Torres, slipped out of Cadiz, and proceeded to Ferrol; and it soon after appearing, that either the enemy had no real intentions of invading Minorca, or else had abandoned that design for the present, Admiral Haddock sent Rear Admiral Ogle to England with a strong squadron, where he arrived the 7th of July. The Honourable Captain Byng, of his Majesty's ship the *Sunderland*, having learned that the *Winchester* galley, laden with coals for Gibraltar, had been carried into Ceuta by a Spanish privateer, he immediately pushed into that harbour, battered the fort for some time; and observing the Spaniards to be in great confusion, he caused the prize-vessel to be boarded, cut her cable, and brought her safe out. About the same time, some cruising ships on this station took, after a smart action, two Spanish vessels, with troops on board, bound for Majorca. His Majesty's ship, the *Pembroke*, commanded by the Honourable Captain Lee, having the *Advice*, Captain Oats, in company, went into Salo bay, to endeavour to bring off two Spanish vessels at anchor there. On the approach of the British ships, the enemy towed their vessels close to the shore between two forts, which our ships, although they were obliged to be towed in, immediately attacked. Whilst the ships

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ships were cannonading the forts, Captain Lee sent the boats manned and armed to bring them off; which service they performed in the most gallant manner. The only loss sustained on this occasion, was one man killed, belonging to the *Pembroke*.

The author of these Memoirs is well aware, that he may, by many, be blamed for his relation of both naval and military actions, apparently too insignificant for public notice; and likewise for being too circumstantial in his detail of the conduct of the officers engaged in them. But he requests, that no one will judge harshly of him on these accounts, or even hastily; but reflect, that it was one of the principal designs of his work, to do all possible justice to every British, and other officer; and pointedly and particularly to narrate those actions wherein their bravery and good conduct rendered them eminently conspicuous: and this, in order to stimulate others to the like exertions; since the many illustrious actions performed by the gallant sons of Britain and Ireland, while they commanded single ships, or ships of small force, are to be considered as so many progressive steps by which they obtained the command of fleets; and have also been the means of endearing them to their country, and of rendering their names immortal.

TRANSACTIONS AT OR NEAR HOME.

INTELLIGENCE having been received, that the *Assogue* vessels were expected to arrive in Spain, from America, under convoy of some ships of war, commanded by Admiral Pizarro; a small squadron, consisting of four sail of the line, was sent to sea, under the command of Vice-Admiral Balchen, with a design of intercepting them. They left Plymouth, April 9th, and proceeded to the latitude in which it was most likely to meet the enemy. Whilst there, Admiral Balchen was reinforced with two ships of the line: but, the Spaniards having discovered the station in which the British squadron was cruising, dispatched an advice-boat, which was so lucky as to meet Admiral Pizarro, with his convoy, on their voyage to Spain; on which he immediately altered his course, escaped the dan-

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ger that awaited him, and arrived safe at Port St Andrew, in the Bay of Biscay, having an immense treasure on board. When the enemy discovered Admiral Balchen's station, they likewise learned the strength of his squadron; and immediately caused one to be fitted out, of much superior force, under the command of Admiral Pintado, whom they dispatched in quest of Admiral Balchen, whose defeat they considered as certain. But the Spanish Admiral, through some mistake, never got sight of the British ships, for which he was disgraced on his return to Spain.

On the 18th of April, his Majesty's ships *Lenox*, *Kent*, and *Orford*, commanded by Captains Colvill Mayne, Thomas Durell, and Lord Augustus Fitzroy, part of Admiral Balchen's squadron, being on a cruize about forty leagues to the westward of Cape Finisterre, fell in with the *Princessa*, a Spanish ship of war, pierced for seventy-four guns, but which had only sixty-four mounted; and having six hundred and fifty men on board, commanded by Don Parlo Augustino de Gera. Our ships immediately gave chase, and came up with the enemy about noon, when the action commenced, and continued with great briskness till a quarter past five in the evening; at which time, the *Princessa*, after losing her main, mizen, and fore-top-masts, and being otherwise much damaged, struck. The enemy had thirty-three men killed, and about one hundred wounded. She was larger than any of our first rates; her guns of an uncommon size; and most of them of brass. She was esteemed the finest ship in the Royal Navy of Spain; was much higher than any of the ships who attacked her; and could use her lower ports when they durst not open theirs. The British ships suffered most in their hulls and rigging. The *Orford* and *Kent* had each of them eight men killed, and the *Lenox* one; and the wounded in the three ships amounted to forty: among the latter was Captain Durell of the *Kent*, who had one of his hands shot off. The *Princessa* was bought by Government, and added to the British Navy.

The Spaniards had, about this time, drawn a great part of their army towards the sea-coasts; giving out, that they intended either to make an attack on the island of Minorca, or else to invade Great Britain or Ireland. Their threat on Mi-

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norca, drew Admiral Haddock, with the naval force under his command, to the protection of it: this favoured the escape of the Spanish squadron from Cadiz to Ferrol, where their several fleets assembled; and which, as they reported, were to escort their army to invade the British dominions. In this they were to be assisted by France: The chief design of this attack, was to restore the Stuart family to the throne of these realms: they even went so far, as to offer the command of the troops to the attainted Duke of Ormond; but that unfortunate and misled nobleman, although supported by the Court of Spain, declined it, on account of his great age. The mighty preparations of the Spaniards obliged Administration to assemble a large naval force at Spithead, to be ready to act as exigencies might require; the command of which was given to Sir John Norris, having under him Admirals Cavendish and Ogle: (See Note 15.) The Duke of Cumberland resolved to accompany Sir John as a volunteer, and embarked with him on board the *Victory*. The fleet consisted of twenty sail of the line, and ten frigates. Sir John was ordered to put to sea on a secret expedition; what his destination was, is not certainly known. But by many it was conjectured to be an attack on the port of Ferrol, where is one of the principal dockyards belonging to the king of Spain, and where the enemy at this time were fitting out a great fleet, which they soon afterwards sent to the West Indies, under Don Roderigo de Torres. If this was the object of his instructions, great as his force was, he would have found it very inadequate to such a service, the place being remarkably well fortified and garrisoned; in addition to which, it would have had the aid of the squadron then in that port: while Sir John had no land-forces to enable him to carry the place either by assault or siege. This formidable fleet sailed from St Helen's on the 10th of July, but was clogged with a number of merchant-ships, which the Admiral was ordered to escort to the westward. But the wind became contrary on the 17th, and increased to a violent gale; during which, the *Lion* unfortunately running foul of the *Victory*, carried away her head and bowsprit, and otherwise damaged her very much. The former lost her fore-mast, and twenty-eight men were thrown over board by the shock,

who all perished : both ships, indeed, were so much damaged, that they were obliged to return to Portsmouth to repair : whereupon Sir John Norris hoisted his flag on board the *Boyne*, and with his fleet put into Torbay. There he continued till the 29th, when the fleet once more put to sea, with the wind at N. E. and by next day had nearly cleared the Channel ; but the wind again becoming contrary, and blowing very hard, the Admiral was constrained to return to Spithead ; and the day after the fleet arrived there, his Royal Highness the Duke of Cumberland set off for London.

Whilst Sir John Norris's fleet was at anchor in Torbay, a small Spanish privateer, disguised as a French fishing-boat, had the boldness to come in there, and to sell brandy. Having disposed of her cargo, and obtained all the intelligence she could, she sailed, and made prize of a vessel from Teignmouth (in Devonshire) in sight of the fleet, with which she got safely off, after having put her crew into their own boat, with leave to return home, which they did, and which they reached within eight hours after they had left it in the morning.

His Majesty's ship, the *Sea Horse*, commanded by Captain William Cleland, being stationed off the coast of Portugal, for the protection of our trade, did very considerable service there : one privateer he drove ashore and destroyed, sunk another, and took two valuable prizes.

From the clamour which had been, with great industry, raised against Administration, the Minister was certain that the measures which they pursued would be most severely arraigned whenever the Parliament should meet, as Admiral Vernon had wrote home to his private friends from Jamaica, that the squadron under his command, on that station, was so poorly equipped, and in such want of all manner of stores, that he thought the Ministry meant to make a sacrifice of him. At this time, Mr Vernon was so much the idol of the people, that the least neglect or disrespect towards him, was capable of setting the nation in a flame against the Minister, who was far from being popular. The Parliament met on the 18th of November 1740 ; and his Majesty told them in his speech, " That at the close of the last session, he had acquainted them " that he was making preparations for carrying on the just

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“and necessary war in which he was engaged, in the most proper places, and in the most vigorous and effectual manner. For this purpose, strong squadrons were got ready, and ordered to sail upon important services, both in the West Indies and in Europe, with as much expedition as the nature of those services, and the manning of the ships, would admit. A very considerable body of land-forces was embarked, which was to be joined by a great number of his subjects raised in America; and all things necessary for transporting the troops from hence, and carrying on the designed expedition, were a long time in readiness, and waited only for an opportunity to pursue the intended voyage.” His Majesty added, “The Court of Spain having already felt some effects of our resentment, began to be sensible, that they should no longer be able, alone, to defend themselves against the efforts of the British nation; and, if any other power, agreeably to some late extraordinary proceedings*, should interpose, and attempt to prescribe or limit the operations of the war against his declared enemies, the honour and interest of his Crown and Kingdoms must determine them to lose no time in putting themselves in such a condition as may enable them to repel any insults, and to frustrate any designs formed against them, in violation of the faith of treaties. He hoped, any such unprecedented steps, under what colour or pretence soever they may be taken, would inspire his Allies with a true sense of the common danger, and would unite them in the support and defence of the common cause.

“The scarcity of corn, (his Majesty observed), which had happened in many countries of Europe, had induced several powers to make extraordinary provisions, to obviate the ill effects of that misfortune; and, though in many parts of the kingdom the harvest had proved more favourable, yet common prudence called upon them to provide, as far as may be, against the approach of such a calamity. Besides,

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* This alludes to the rescript published by the French Ministers at foreign Courts, by order of the Court of Versailles.—Annals of Europe, 1740, p. 394. An authentic copy of the Marquis d'Antin's instructions was found by Captain Warren of the Squirrel. See an account of the captures in the West Indies for this year, at the end of the account of the operations in the West Indies.

“ in their present circumstances, it would be an inexcusable
 “ neglect, to suffer our enemies to be supplied with any kind
 “ of provisions from the British dominions, and that even at
 “ the hazard of his own subjects being distressed. He there-
 “ fore recommended it to them, to consider of some good law
 “ to prevent this growing mischief. The difficulties which
 “ have been found in manning the fleet, by the usual method
 “ hitherto practised, demonstrated the want of some Parlia-
 “ mentary remedy : He therefore pressed it upon them, to lose
 “ no time in making such provision, in this respect, while
 “ they were engaged in a war in defence of the commerce and
 “ navigation of the kingdom, as may enable the Public to a-
 “ void itself of those great numbers of seamen, which made so
 “ valuable a branch of the national strength.” His Majesty
 concluded by saying, “ The importance of these considerations
 “ was so apparent, that he needed use no arguments to con-
 “ vince them of the necessity of the utmost unanimity and dis-
 “ patch in their proceedings.”

His Majesty having retired, the Lord Chancellor read the
 speech as usual ; when it was expected that some Lord, a friend
 of the Minister's, would have stood up and moved an humble
 address to his Majesty, by way of answer to his speech
 from the throne, as has been customary for many years,
 but before this could be done, his Grace the Duke of Argyle
 rose up, and said, “ That the King's speech was always to be
 “ considered as the speech of his Ministers ; and it had gene-
 “ ally been, as they expected it would always be, a short nar-
 “ rative of the measures they had pursued, a sort of panegyric
 “ on all they had done : therefore they ought to be extremely
 “ cautious of saying any thing that might imply a tacit appro-
 “ bation of any thing they had done, or advised to be done.
 “ When no steps had been taken but such as appeared right,
 “ a little complaisance in their address might admit of some
 “ excuse ; but when the measures pursued, and referred to in
 “ his Majesty's speech, were such as appeared to be wrong, the
 “ least complaisance, with regard to such measures, would be
 “ criminal in the highest degree.” He then proceeded in the
 most animated strain, pointing out the blunders and neglects
 of Administration in conducting the war. “ The public trea-
 “ sure, (he said), was lavished in the most profuse manner

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“ and yet nothing was done. What they proposed to be done, was rendered ineffectual by shameful procrastination. Ministers deserved no credit for Admiral Vernon’s success, as he believed it was not owing to either orders or instructions from them; but because they durst not give him any orders for preventing it, and because they knew he had a sincere regard for the honour and interest of his country, and, of consequence, would do his utmost to prosecute the war in its most proper place, and in the most vigorous and effectual manner: therefore they sent him thither with a force from which nothing could be expected, and with which no man but himself would have attempted any thing of consequence. They had delayed sending Admiral Vernon supplies for an year and a half; nor would they have been sent yet, had not his Majesty, he believed, expressly ordered them, after he returned from his German dominions. The westerly winds, he knew, afforded some excuse; but if the necessary preparations had been made with any foresight or dispatch, the fleet might have sailed before the westerly winds set in: and, even after those winds had set in, there were several opportunities of the fleet’s getting out of the channel, if they had been provided with proper necessaries, and received orders to sail. There seemed to be a design formed to prevent Admiral Vernon’s being able to prosecute the war in the West Indies, till the Spaniards had provided for their defence. But this was not the only wrong measure; he thought he could demonstrate, that no one right step had been taken, either in the commencement, or in the prosecution of the war: And he concluded with a motion for an address of thanks to his Majesty, to congratulate him on his return to his regal dominions: and to assure him, they would stand by him with their lives and fortunes, in prosecution of this just and necessary war; and that they would exert themselves, in their high capacity, as the hereditary great Council of the Crown, *to which all other councils were subordinate and accountable*, in such a manner as may best tend to the promoting the true interest of his Majesty and their country at this critical juncture.” His Grace’s motion was most powerfully seconded with all the elocution of Lord Bathurst; but the previous

previous question being put, it was rejected, sixty-six to thirty-eight. This being got rid of, a motion for an address, in the usual manner, was moved for by the Earl of Holderness, and seconded by the Earl of Hyndford, in which all the measures of Administration were approved of, and carried without a division. In the House of Commons, the Minister was equally triumphant. In the course of this session, forty thousand seamen were voted for the service of the current year; 90,201 l. 10 s. for raising a body of marine forces; 184,690 l. 10 s. 10 d. for the ordinary of the navy, including half-pay to sea-officers; and the whole of this year's grants amounted to 5,180,651 l. 5½ d. In the House of Lords, motions were at different times made for addresses to his Majesty, that the instructions given to Admiral Vernon, together with the correspondence between him and his Majesty's ministers, might be laid before the House; and the same with regard to Admiral Haddock. But all of them, after long debates, were negatived; which occasioned strong and spirited protests being entered against each decision, by the Lords who composed the minority.

It has often been the mode of attack against a Minister, to endeavour to compel him to disclose the instructions given to people employed in public characters, or officers commanding fleets and armies; as also, their correspondence with his Majesty's Ministers; and this has been adopted by almost all parties, as they become what is termed the *Minority*. But surely no Minister can be blamed for opposing such unreasonable demands. During the continuance of war, too great caution cannot be used in making communications of this sort to the public. When peace, however, is established, the Minister, if properly called upon, should, in justice to himself, and the officers employed in the execution of his plans, communicate both the *instructions* and *correspondence*. This is necessary, at once to do away the suspicions and aspersions but too frequently raised against the honour and probity both of Ministers and officers; and where such communications are withheld by mere dint of ministerial influence, the Public have a right to form what conjectures they please. In such a case, the persons employed are greatly to be pitied. They, from their situation, are enjoined to secrecy; may be wholly undeserving of blame; yet still must they

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they remain in silence, and submit to the public odium ! It is however to be hoped, for the honour of this land of liberty, that a Minister who should be base enough to pen an instruction derogatory to the true interest and honour of his country, would yet be unable to find an officer of abilities and resolution, who would be mean enough to accept of a command on any such ignominious terms as those already hinted at, or which might hinder him from acting with spirit and vigour. Were such orders sent to him, probity would instantly suggest to him the resignation of a command which he could not hold with honour; while the love of his country would induce him to promote a public enquiry, in order to a disclosure of them. May the man who would not do this, and who would be the tool of a minister, meet with all the obloquy he so justly merits from his injured country !

For the better encouragement of seamen, and commanders effectually performing their duty, an act passed this session of Parliament, which vested, in future, all prizes solely in the captors. Previous to the passing of this law, the King had always a considerable share in those which were taken by ships of war. A supply was at this time granted to the Monarch of 200,000*l.* towards carrying on a secret expedition. On the 25th of April 1741, his Majesty put an end to the session of Parliament, in a very kind and affectionate speech to both Houses : He thanked them for the supplies they had so cheerfully afforded him, and for their spirit in carrying on the war, and for maintaining all the rights of the British nation. He concluded by saying, " I will immediately give orders for calling a new Parliament. There is not any thing I set so high a value upon as the love and affection of my people; in which I have so entire a confidence, that it is with great satisfaction I see this opportunity put into their hands, of giving me fresh proofs of it in the choice of their representatives.

" On the present establishment depends the continuance of our excellent constitution in Church and State; and in this constitution consists the security of the present establishment. Nothing can hurt the one, that will not, in proportion, undermine and weaken the other. For my part, the uniform preservation of both, and the maintenance of the
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"religious and civil rights of all my subjects, have been, and
 "ever shall be, my constant care. Those who distinguish
 "themselves by persevering in these principles, shall always
 "find my countenance and favour; and, by invariably pursu-
 "ing these wise and honest measures, may entertain the best-
 "grounded hopes, that, under the protection of the Divine
 "Providence, the happiness of Great Britain will be perpe-
 "tuated to posterity."

Very little was transacted, during the course of this Sum-
 mer, that deserves to be particularly mentioned. Great fleets
 were assembled at Spithead, at different times, under the com-
 mand of Sir John Norris; who, with sixteen sail of the line, and
 some frigates, (See Note 16.) put to sea about the end of July,
 and the beginning of August reached the Bay of Biscay, where
 he remained cruising on the enemy's coast, which he kept in
 constant alarm, his frigates now and then picking up a trad-
 ing vessel. He returned to Spithead the end of the month,
 and continued there till the 12th of October. So large a fleet
 lying idle at home, exasperated the nation very much; and
 this was not a little heightened by the accounts received of our
 bad success in the West Indies. To appease these murmurings,
 Sir John Norris was ordered to sea once more, (See Note 17.)
 and continued cruising to the westward till the 6th of Novem-
 ber, when he returned to his old station at Spithead. Consi-
 derable reinforcements of ships were sent to Admiral Haddock
 in the Mediterranean; and several regiments of foot were sent,
 in autumn this year, from Ireland, to reinforce the army under
 General Wentworth: of whose operations in the West Indies,
 this campaign, we will now give an account.

WEST INDIES.—*Jamaica Station.*

LEST the combined forces of France and Spain should have
 proceeded, immediately on their arrival in those seas, to at-
 tack the island of Jamaica, before the armament under Lord
 Cathcart had time to come to its relief, (and from their superiori-
 ty of naval force, every hostile measure was to be apprehended),
 Governor Trelawney, and Vice-Admiral Vernon concerted
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their measures accordingly; and were prepared for the worst. The troops from North America were a very seasonable reinforcement to the garrison; and the squadron was disposed in such a manner for the defence of the harbour of Port Royal, that, in conjunction with the forts, the enemy would have found it a very difficult matter to have forced their way into it. The long looked for fleet under Sir Chaloner Ogle at last made its appearance on the 9th of January; and relieved both Governor Trelawney and Vice-Admiral Vernon from a very disagreeable anxiety. Matters were now reversed; and from the desponding consideration of a defensive war, every thought was turned to that of an offensive one. Admiral Vernon now found himself at the head of the most formidable fleet that ever had been seen in this part of the world; furnished, too, with ample and discretionary powers to act against the enemy in such manner, and at such places, as he should judge best for his Majesty's service. Better had it been for Great Britain, if his powers had been more limited; for, had he been directed to proceed immediately against the Havannah, there can be little doubt, but he would have succeeded in reducing that place before the hurricane months set in. His instructions pointed strongly at it, as the most proper place to begin his operations against; and letters from the most sensible and well informed of his friends in England, strongly enforced this idea. It appears, however, that he had not formed any plan of operations, when Sir Chaloner Ogle arrived. Perhaps, indeed, he wished to have communed with Lord Cathcart on so important a subject. The command of the army had now devolved on Brigadier-General Wentworth; who, although he had not the military experience of his predecessor to boast of, yet, by those who knew him well, he was esteemed a very sensible man, a good officer, and most ardently inclined to serve his country.

The want of proper information respecting the force of the enemy at their principal ports in the West Indies, was a most unpardonable neglect, and proved of great detriment to the success of this armament, whereby much time was lost. Instead of sending a small sloop of war to reconnoitre and gain intelligence of the strength and designs of the French at Port

Louis, in the island of Hispaniola, some of the best sailing frigates, having experienced engineers on board, accompanied by some of the most expert officers both of the navy and army, should have been dispatched on such an important service, since much depended on their report; and from any accident befalling such a vessel, every purpose in sending her was defeated. All unnecessary delay ought to have been carefully avoided. The chief officers of both services ought to have acted with the greatest harmony and confidence with each other; to have been united in their councils; and, above all, steadily attached to the true interest and glory of their king and country. They ought, on no pretext whatever, to have allowed the public service to have been sacrificed to the gratification of their private animosities: had this been attended to, there was the greatest probability that this armament, if properly exerted, would have given such a severe blow to the Spanish empire in America, as it would have required many years of peace to have recovered from. The staunchest friends of Mr Vernon, appear to have been uneasy from his warmth of temper; and, in their letters which they wrote to him on this occasion, strongly recommended to him a strict cordiality with the commander in chief of the land-forces, as the surest means of proving successful, and of serving his country with effect. They knew him thoroughly; the public at this time did not; and it is greatly to be regretted, that he paid so little attention to their wise observations and advice.

Before we proceed to give in detail a narrative of the unfortunate enterprise against Carthagena, it is necessary to point out the several unfavourable circumstances which concurred to blast the hopes of the public. By the strangest fatality, Sir Chaloner Ogle was long detained at Spithead, without any visible cause, until the season for acting with vigour on the Spanish main was nearly expired: for, had Administration wished that the operations should have commenced against the Spanish settlements in these parts, they should have considered that the periodical rains on that continent begin about the end of April, and that the change in the atmosphere thereby occasioned, is always attended with epidemical distempers; the climate

* Particularly Mr Pulteney, afterwards Earl of Bath.

thus becoming unhealthy to those who are not inured to it; but particularly so to such as are exposed to fatigue, and to the damps of night. Circumstances the Admiral should have been well acquainted with, and were of themselves sufficiently strong, to have deterred him from making choice of Carthagena (See Note 18.) as the proper place at which to commence his operations.

On the 10th of January, a council of war was held; which consisted of Admirals Vernon and Ogle, Generals Wentworth and Guise, and Governor Trelawney; who, by orders from home, was always to be of the council, when his presence could be obtained. In consequence of the information laid before them, they unanimously resolved to proceed with the whole force to windward, to observe the motions of the French squadron under the Marquis d'Antin, which had been for some time at Port Louis, in the island of Hispaniola; and that Captain Doddridge, in the Wolf sloop, should be sent before to gain intelligence. The Vice-Admiral formed his fleet into three divisions, and gave the command of the third one to Captain Lestock the senior captain, who on this occasion was made a commodore, with a captain under him. All possible dispatch was used both by naval and military officers, to be able to proceed to sea as soon as possible; and as the entrance of the harbour was narrow, in order to prevent accidents from so large a fleet going out, the Vice-Admiral gave orders, that only one division of the fleet should sail on the same day; and that the last to proceed should be the transports, with the troops on board, who were to be conducted by Captains Douglas and Cleland of the navy. The first rendezvous appointed, was to be off the east end of the island, and the next (which was sealed) to be off Cape Tiberoon, in the island of Hispaniola. The division of the fleet commanded by Sir Chaloner Ogle, got out on the 22d, and was next day followed by that of Commodore Lestock. It was the 26th before the Vice-Admiral, and his division, could get under weigh, and the wind failing soon after, he was obliged to come to an anchor in the channel; when, unfortunately, the *Augusta* fell so far to leeward, as, in anchoring, to strike upon a shoal astern of her, where she beat off her rudder, and became so very leaky, that she was ordered to return to Kingston to re-

fit. The wind not proving favourable, it was the 28th before the Vice-Admiral joined the rest of the fleet. The next day the transports joined, and the whole fleet made sail, and got off Tiberoon, the 8th of February. Here the Admiral was joined by the Wolf sloop, whose captain reported, that he had looked into Port Louis, and saw there nineteen sail of large ships, one of which had a flag at the main-top-mast head, and another had a broad pendant flying. On this, the Vice-Admiral called the Flag and General officers on board of him, and laid before them the intelligence he had just received. On which it was resolved to steer directly for the Isle of Vache, in order to observe the motions of the French, and to obtain intelligence of their force and intentions. The fleet got off the Isle of Vache on the 12th, it being only two leagues from Port Louis; and it was presently found, that Captain Dandridge had been deceived in the view he had taken of the place, which appeared to have been owing to the haziness of the weather; for the ships he saw, were only merchant-ships unrigged, except a large frigate, whose main-mast lying in a line with the gabel-end of a white house, occasioned the mistake about the white flag. On the 15th, Admiral Vernon sent Captains Knowles and Boscawen to the governor of Port Louis, to acquaint him, that his fleet having been forced into the Bay by strong breezes, he requested leave to wood and water. The governor returned a very polite answer to the demand; and these officers brought an account, that the Marquis d' Antin, and his fleet, were sailed for Europe. This intelligence was soon after confirmed, by the arrival of Captain Rentone, who reported, that the French fleet for Europe sailed the 26th of January. It afterwards became known that M. d' Antin returned home much sooner than he intended, not being able to procure a supply of provisions at Port Louis: he lost a great number of men on his voyage, and arrived in France in the greatest distress. Another council of war was now held, which was to determine on the place against which this armament should be employed. Great reliance being placed on Admiral Vernon's knowledge of the strength of the enemy, and of the importance of their different settlements in the West Indies, the Council came to the unanimous opinion, that after taking in wood and water

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at Iros, Tiberoon, and Donna Maria bays, they should proceed with all their force against the city of Carthagena, in New Spain. On the 25th, the Vice-Admiral weighed anchor, the fleet consisting of one hundred and twenty-four sail. The Weymouth, Experiment, and Spence sloop were detached by order of the Vice-Admiral, who had given Captain Knowles instructions to sound the coast near Carthagena, for safe anchoring-ground for the fleet. On the 4th of March, in the evening, the Vice-Admiral, with the whole of the fleet, came to an anchor in Playa Grande bay, to the windward of Carthagena, lying between that and Point Canoa. In order to distract the enemy, and to find them as much employment as possible, the small craft were ordered to anchor in a line, as near the shore as they could with safety, in order to have it believed, that this was done with an intent to cover the debarkation of the army. It had the desired effect; and drew a considerable part of the enemy's troops to this part of the shore, where they threw up entrenchments. The Governor of Carthagena exerted himself to the utmost against all our attempts for reducing the place; and in this he was well seconded by Don Blas de Lefo, who commanded the Spanish squadron left here by Don Roderigo de Torres, when he sailed for the Havannah. The garrison consisted of four thousand men, exclusive of negroes and Indians. During the time that the admirals, general officers, and engineers were employed in reconnoitering the place, and in searching for the most proper spot to debark the troops, Captains Knowles, Laws, Cooper, and Rentone, were ordered to sound all down the coast, in order to ascertain how near the large ships could come, for attacking the forts and batteries, and to cover the army whilst landing. From their report, a disposition was made to land the army; and it was agreed, that the next morning Sir Chaloner Ogle should fall down with his division to the mouth of the harbour; and that the Norfolk, Shrewsbury, and Russel, should be sent to batter fort St Jago and St Philip, while the Princess Amelia should fire against the little battery of Chamba; and that, upon signal, the grenadiers of the army, sustained by a brigade of infantry under the command of Brigadier-

gadier-General Guise, and Colonel Wolfe, were to endeavour to land.

Early on the morning of the 9th, Sir Chaloner Ogle shifted his flag to the Jersey, and, having General Wentworth on board, moved with his division toward the intended place of attack. He was followed soon after by the Vice-Admiral and his division, having with him the transports with troops on board, ready to land when the signal should be given. The third division, under Commodore Lestock, was left at anchor; and in order to distract the enemy as much as possible, the grenadiers were all put on board the fire-ships and small ships lying near the shore: these, after amusing the enemy for some time, were ordered to follow the Vice-Admiral, to be ready to land at the destined spot. As the ships passed along, the Chamber battery began to fire; but the Princess Amelia having taken her station, very soon silenced it. The enemy not having had time to mount guns in the fascine battery, it gave no trouble. The Norfolk, Russel, and Shrewsbury, about noon, having come to an anchor very close to the forts St Jago and St Philip, began so vigorous a cannonade on them, that they were not only silenced, but in the space of an hour they were so completely shattered, that the enemy were compelled to abandon them, on which the signal was given for the troops to land; when Lieutenant-Colonel Cochran, with about five hundred grenadiers, pushed for the shore, landed under the walls of these forts, and took possession of both, without a shot being fired at the troops. Generals Wentworth and Guise, and Colonel Wolfe, landed immediately after, with as many soldiers as had arrived; the rest being prevented from getting down by strong breezes, but were landed next day. This first success was obtained with the inconsiderable loss of six men killed on board the Norfolk and Russel; but the Shrewsbury did not fare so well. Being the southermost ship, she had the misfortune to have her cable cut by one of the enemy's shot, before she had brought to an anchor; she thereby fell to leeward, so as to open the mouth of the harbour, by which she became exposed to a terrible fire from two fascine batteries on the Baradera side, the guns of forts St Louis and St Joseph, and to the broadsides of four ships of the line, moored across the en-

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trance of the harbour, on board of one of which, Don Blas de Leso had his flag. To this fire the Shrewsbury could make but an unequal return; yet Captain Townsend, who commanded her, disdained to retire, and maintained the combat for seven hours. Night intervening, the Spaniards ceased firing, and the Admiral sent orders for the Shrewsbury to come off, who by this time was almost a wreck, being completely dismantled, with two hundred and forty shot in her hull, sixteen of which were between wind and water, and having twenty men killed, and forty wounded.

From this to the 15th, was employed in landing the tents, artillery, stores, and provisions; and twelve twenty-four pounders were lent from the ships, at the General's request. During the first three days, our troops were much exposed to the violent heats of the sun by day, and to the heavy damps by night, so that many fell sick, and a good many were killed by the enemy's fire. The camp was situated on a low sand, in some measure sheltered from the enemy's battery, on the Baradera side, by the rock on which St Philip stood; but, lying in the line of fire when the Spaniards cannonaded our bomb-battery from thence, the shot that missed of the latter, took the former in flank. The operations of Mr Moor, the chief engineer, did not keep pace with the Vice-Admiral's wishes; and he worded his representations on this head to General Wentworth, who was not to blame, in so very unbecoming a manner, that a coolness commenced between them. The camp being still much annoyed by the battery on the Baradera side, it was resolved, in a council of war, to attack it, with three hundred sailors, and two hundred soldiers. Orders were given for all the boats, manned and armed, with the barges and pinnaces of the fleet, to be got ready by midnight, in order to surprise the battery. The boats of each division were put under the direction of Captain Watson, having under him Captains Norris and Colby: and the sailors, when landed, were to be commanded by Captain Boscawen, having Captains Laws and Cotes under him; and the soldiers by Captains Murray * and Washington: but the wind blowing hard at the appointed hour, and the whole of next day, the execution of this

* Now the Honourable General James Murray.

this enterprize was obliged to be deferred till the 19th, when, at midnight, the boats set off, and landed about a mile to leeward of the Baradera battery, which consisted of fifteen twenty-four pounders: the place where they landed was between two reefs of rocks, and under the very muzzles of a battery of five guns on the strand. The enemy immediately began to fire on them from it. Our people were at first a good deal surprized at this unforeseen reception; but their officers in an instant recovered them from it, by assuring them that their security and success lay in their resolution. On this, they rushed forward with matchless intrepidity, climbed in at the embrasures, and became masters of the battery before the enemy had time to load their guns a second time; and this with a very trifling loss. This firing alarmed the Spaniards at the larger battery, who, guessing at what had happened, pointed three of their guns at the battery just carried, and fired grape-shot on our people as they advanced: but they were in too great a hurry, otherwise the loss must have been very considerable. So bad was the aim they took, that the shot flew over the heads of our men, who, pushing on with great spirit, after a short, but stout resistance, carried their point, spiked up the guns, tore up the platforms, and set them, together with the gun-carriages, magazines and guard-houses, on fire: they then returned to their ships with six wounded prisoners, having sustained very little loss. The Admiral was so pleased with their conduct, that he rewarded the common men with a dollar a piece.

The destruction of this battery was of the greatest service to the army then before St Louis de Bocca Chica, and enabled them to work with greater security on the batteries erecting against that place: yet the engineers did not make the progress expected by the Vice-Admiral, who became every day more impatient to get into the harbour with the fleet; the ground being foul, and the weather growing very tempestuous. On the 20th, the enemy began a warm fire from fort St Louis, on our bomb-battery, which did but inconsiderable damage. Sensible, however, of the advantageous situation of the battery lately destroyed on the Baradera side, they had been diligently repairing it; and by the 21st, had re-established some of the embrasures, and mounted two or three guns.

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They then began to play on the bomb-battery and camp; but were presently silenced by the Rippon, which the Vice-Admiral ordered to anchor as near it as possible, and to keep firing, so as to prevent the enemy from repairing the ruined battery. In order to hasten matters as much as possible, the Vice-Admiral called a council of war, composed of the officers of the fleet, in which they came to a resolution to make a general attack upon all the forts and batteries; and that they should put this plan in execution as soon as the wind and weather would permit the ships to move to the stations assigned them. Commodore Lestock was appointed to command this attack, having under him two ships of eighty, three of seventy, and one of sixty guns, being the most that could be brought conveniently to batter, clear of each other. The Commodore was to be sustained by Sir Chaloner Ogle, with five ships, who were to replace such as might be disabled, or join the others in the attack, if room could be found for it. The 21st, our grand battery at last opened about seven in the morning against fort St Louis; this was seconded by the bomb-battery of thirty mortars and cohorns: the enemy returned the fire from the fort, the four ships of war, and fort St Joseph; so that the work became extremely hot on both sides. Early on the 23d, Commodore Lestock in the Boyne, with the Princess Amelia, Prince Frederick, Hampton Court, Suffolk, and Tilbury, proceeded to attack the Spanish forts, batteries, and ships; which last consisted of the Galicia of seventy, St Carlos of sixty-six, and the Africa and St Philip, of sixty guns each; on board the first of which, was their Admiral. The position of their ships was the most favourable to defend the mouth of the harbour, and to repel any attempts which might be made to force it. The enemy exerted themselves to the utmost, when our ships came within reach of their guns. The attack was begun with the greatest briskness. The Boyne having gone more to leeward than was intended, was much exposed, and suffered greatly; she was ordered off at night. The Princess Amelia did great service, and silenced a new fascine battery of the enemy. The Prince Frederick and Hampton Court continued a furious cannonade the whole day; but after the Boyne had moved off, the fire which the enemy directed at that ship was now shared be-

tween these two. Before morning, they were both so much shattered, that the Vice-Admiral found it necessary to order them off. Lord Aubrey Beauclerk, Captain of the former, was killed; by which the nation lost a most excellent officer. The Suffolk and Tilbury being anchored more to the northward, were less exposed to the enemy's fire; they continued cannonading fort St Louis, till the evening; when they were ordered off. From the distance of the ships of war from the fort, their shot could only be employed to advantage in firing at its defences: their chief use on this occasion, therefore, was to distract the enemy as much as possible, and oblige them to divide their fire, which otherwise must have been solely pointed at our batteries. During this attack, the chief engineer was mortally wounded; a loss severely felt by the army. The land batteries having made a breach in the walls of the fort, measures were taken to assault the place, as soon as it was declared practicable. The General finding the camp still incommoded by the battery on the Baradera side, acquainted the Admiral of it on the 24th, who ordered the Princess Amelia, Litchfield, and Shoreham, to go in and anchor as near it as possible; and, at the same time, sent a detachment of sailors, under the command of Captain Watson, who once more destroyed it; after which, the sailors drawing some of the boats over a neck of land, boarded and burnt a sloop that lay there to supply the battery with ammunition. Our batteries having played with such effect against fort St Louis; by the 24th many of its principal guns were dismounted, its defences ruined, and the breach so much widened, that General Wentworth, who went that night to reconnoitre the place, determined to attempt carrying it by assault the night following, a little before it grew dark. For this purpose, the General, early in the morning of the 25th, went on board, and communicated his design to Admiral Vernon. On this, the Vice-Admiral determined, at the time the assault was to be given, to make a powerful diversion in its favour, and to land a body of sailors on the Baradera side, so as to draw the enemy's attention as much from the real object as possible. In the afternoon, Captain Knowles landed with the sailors, and drew up his detachment near the fascine battery: the attention of the Spaniards consequently was carried to that side. General

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Wentworth having settled all matters for the assault; had his scaling ladders, and every thing in the greatest order: the signal was given about half an hour after five o'clock in the evening, which was, by the firing of three shells from the mortar battery. A volley of round shot from the great battery was then poured into the breach, followed directly by one of grape-shot. This obliged the enemy's centinels to retire, or at least to place themselves out of our view. Under cover of the smoke, our first party, commanded by Lieutenant Colonel Macleod, advanced unperceived by the enemy: he was followed by a party under Colonel Daniel, who was supported by another under Lieutenant Colonel Cochrane; the whole commanded by Brigadier General (afterwards Lord) Blakeney, the general officer for the day, who had the direction of the attack. Just as our men got to the foot of the walls, the enemy's drums beat to arms; the top of the breach was manned; their ships of war began firing grape-shot; and fort St Joseph to cannonade. Our men, however, pushed up; the enemy fell into confusion, and fled out precipitately at the opposite gate: thus fort St Louis was stormed and carried, with the loss of one man only. The Governor of the fort was consulting with the Admiral on board his ship; and both were in the utmost consternation, upon observing so very unexpected an event. Orders had been given to scuttle each ship for sinking, in case of need; and they had all a large square plug ready to pull out when the signal for that purpose was given: their men were ordered to be withdrawn with all expedition; and the signal given to sink the ships as soon as this was accomplished. The Africa and St Carlos were sunk; but the plug not being easily drawn out of the St Philip, they set her on fire. Captain Knowles observing the consternation the enemy were thrown into, on our carrying fort St Louis, resolved to profit by it as much as possible; and ordered the boats under his command to row very near under the lee-shore, close up to fort St Joseph; which fort he instantly stormed and carried, the enemy making very little resistance: they fired a few guns and fled, leaving only a drunk soldier, who was to set fire to the magazine, and blow it up. Captain Cotes was left to command this fort, whilst Captains Knowles and Watson, getting

ting some of their boats within the boom, boarded and took the Galicia of seventy guns, before the enemy's boats could return and take out the Captain, who, with a Captain of marines, an Ensign and sixty men, left on board for the purpose of pulling out the plug, and leaving the ship to sink, were made prisoners. Our people found the colours, and Don Blas de Lefo's flag flying, which they secured. The loss in our army to this time, what by the climate and the enemy together, amounted to five hundred men. Among these were several officers of rank; and the sick in the hospital ships might be near fifteen hundred more. The navy did not lose near so many, in proportion to their numbers; yet the loss here was also considerable; and the captains of several ships had perished through the unhealthiness of the climate. Nothing now hindered the fleet from entering the harbour but the boom. No time was lost in removing that obstacle: the boats set to work; and, with the assistance of the carpenters of the fleet, it was soon destroyed. The Galicia being towed out of the channel, the Vice-Admiral, on the 26th, proceeded near two leagues up the harbour. In doing this, he had great difficulties to encounter; for the St Carlos and Africa were sunk in the channel, and the St Philip continued burning on the lee shore; so that he was above three hours warping through, after anchoring in the narrows, before he could proceed up the harbour. In like manner, the Burford and Orford were next day ordered to advance, and anchor just without reach of the enemy's guns, at Castillo Grande, so as to cut off all communication, by water, on that side, from the Spaniards. The same day the Worcester got as high up as the Vice-Admiral, who ordered her to anchor close by a wharf, at which place was a good crane, and an excellent spring of water; *which last he thought proper to secure for the service of the fleet.* The Weymouth and Cruizer sloop getting in the same afternoon, were ordered to destroy the batteries at Passo Cavallos, a creek which parts the Grand Baru from the main, through which supplies of provisions from Tolu and Sina used to pass to Carthagena. There the Spaniards had erected two small batteries, one of eight, the other of four guns. This service performed, the Cruizer went up the creek, and brought away four large hulks, being a kind of vessels

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fels dug out of a solid tree, but large enough to carry twenty tons. *These proved very serviceable in watering the fleet.* I have been the more minute in mentioning all these particulars, as, among the many causes which gave rise to the unhappy differences between the two Commanders in Chief, the principal one was, a want of a proper supply of fresh water for the troops, by which the sickness in the army increased with astonishing rapidity.

The reader will easily perceive, from what has been said, that it was in the power of the Vice-Admiral to have obviated the complaint, even supposing all the crews of the ships of war to have been employed on actual service, by ordering some of the transports to carry water for the use of the troops. After this unfortunate coolness had taken place between the Commanders, I am afraid the army had but too much reason to complain of the partiality shewn by the Vice-Admiral to the fleet. They had frequently a supply of fresh beef and turtle: of these luxuries the army was not allowed to partake, as if they had not belonged to the same master, and as if employed on a different service. General Wentworth expressed a wish to employ two or three small vessels in the catching of turtle, for the use of the sick. This favour was refused him; and even the allowance of salt provisions was not regularly furnished to the army. In the mean time, the Vice and Rear-Admiral's divisions, with some of the transports, continued to warp and sail into the harbour as fast as the weather would permit. This tedious work being finished by the 30th, the fire-ships and frigates were stationed round the harbour, in order to guard every pass and creek, and to cut off all supplies going into the city. Commodore Lestock, with his division, was left at Bocca Chica, with orders to reembark the troops and cannon with all possible dispatch.

The painful and disagreeable part of this unfortunate expedition now comes to be narrated; irksome as it is, it must be told. From it, much instruction may be drawn. It should be a lesson to officers, to avoid dissension; and to reflect, that it is only by means of good agreement and mutual exertions, that the public service can be effectually carried on. How far each of the chief commanders were to blame, it is difficult to determine: their tempers were certainly extremely different.

different. General Wentworth had ever been considered as an accomplished man, and far from being deficient in abilities. The Vice-Admiral was allowed to be a good officer; but his manners and temper were unaccommodating. Accustomed to dictate, he could not bear to have an equal in command; and from his overbearing and boisterous conduct here, he sullied the laurels he had so well earned at Porto Bello. The love of his country, on this occasion, seems sunk in personal animosity; for certain it is, that after the taking of fort St Louis, both Commanders contracted a hearty contempt for each other, taking every opportunity of expressing their mutual dislike. Regard for the service of the Public seemed quite absorbed in their personal disgust of each other. Instead of frequent intercourse, and consulting how they might best carry their orders into practice, they maintained the utmost distance and reserve. Each had his party, which tended to make their differences the more public, and afforded to each the means of endeavouring to throw all the blame on the other. The Vice-Admiral, wholly unacquainted with the nature of military operations, often blamed the General for delays in which he had no share, and used such asperity of language, in urging him to expedite his operations, as could not fail to irritate the best of tempers. This conduct so soured the mind of General Wentworth, that he scorned to ask any assistance, or to have any connection with a man who could behave to him as he had done. On the other hand, the Vice-Admiral would not condescend to give what was not asked of him. Thus was the public service sacrificed to the mean spirit of resentment.—But to proceed:

The enemy perceiving the Vice-Admiral advancing up the harbour with his ships, and, knowing that he could lay his broadsides close to the walls of Castillo Grande, took the necessary steps to hinder his too near approach to it, and likewise to prevent his getting into the Surgidero or basin, immediately before the city; on which, the Spaniards well knew, the safety of the place depended. They therefore moored on each side of the shoal which lies in the mid-channel between Castillo Grande and Fort Mancinilla, seven of their galleons and other ships; and moored their two remaining ships of war, viz. the Conquistador of sixty-six, and Dragon

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of sixty guns, in such a position, that their broadsides might bear on any ships attacking either the castle or fort. At a naval council of war, held the 30th, a resolution was come to, that no time ought to be lost, but that they should proceed directly, and attack the remaining defences of the harbour, so as to be able to land the army at the most convenient place near the city. As the ships of war were advancing to execute the above plan, the enemy saved them much trouble, by blowing up Fort Mancinilla, which they supposed not tenable against such a force; sinking the two line-of-battle ships; spiking up the guns; destroying the powder; and abandoning Castillo Grande. Captain Knowles, who had been sent to reconnoitre, first perceived how the Spaniards were employed; and making his report to Sir Chaloner Ogle, he ordered him to weigh anchor, and run in with his own ship (the Weymouth) close to Castillo Grande, and fire, to see if the enemy would return it; all which he accordingly did: but the enemy making no return, he sent his boats ashore, and took possession of the place. This castle mounted fifty-nine guns, and might have cost much trouble, and many lives, to have reduced it. The guns were spiked up in so great a hurry, that many of them were soon rendered serviceable. The Admiral appointed Captain Knowles governor of the castle, and garrisoned it with one hundred men of Lord James Cavendish's regiment. The possession of this place was of the greatest consequence to our future operations against Carthagená, as now the army could be landed within a league of that city; so that St Lazar was now the only remaining fort; the reduction of which, however, was absolutely necessary, since it covered the only side of the city which could be attacked with advantage, and commanded the avenues leading to the body of the place. The Vice-Admiral, intending to bring the bomb-ketches to play on the city, on the 1st of April came to an anchor, with his ship close to Castillo Grande. He set some of his division to work, to endeavour to heave the masts out of the Spanish vessels, in order to make a channel over such of them as were sunk in the deepest water, and by that means to get the squadron in. Under the protection of the guns, he hoped to cover the descent of the army, which was to be made as near the city as possible. Cap-

tains Griffin and Rentone being sent to reconnoitre the channel, found the stern of the Conquistador (which the enemy had sunk) afloat: They fell on means to heave her round; and thereby opened a passage, through which the bomb-ketches, and two frigates, commanded by Captains Rentone and Broderick, immediately got in. While this was doing, Commodore Lestock had completed the reembarkation of the troops and cannon at fort St Louis; and having proceeded up the harbour, was ready to co-operate with the Vice and Rear-Admirals. On the 3d, the enemy set fire to a large French ship, which lay at anchor near the walls of the city. They must have been apprehensive that she was in danger of falling into our hands when our ships advanced to batter the city; for she lay at too great a distance to receive any considerable injury from the cannon at Castillo Grande. The Weymouth and some other ships got through the obstructed chapnel, entered the inner harbour, and disposed themselves in such a manner as enabled General Wentworth to make a safe landing for the troops. At a council of war, consisting of military officers, they resolved to land at a place called Texar de Gracias, a country house formerly occupied by the South-Sea factors, about two miles from fort St Lazar, and to possess themselves of La Quinta, in order to cut off all communication between the town and the country on that side, to get the artillery landed, and to clear the ground for an encampment. About two in the morning of the 5th of April, Brigadier-General Blakeney, with the first division of the troops, amounting to about fourteen hundred men, were embarked on board the boats of the Squadron. They rendezvoused astern of the Weymouth; and, as soon as day broke, the General ordered Colonel Grant, with the grenadiers of the army, to push for the shore. He was immediately followed by the rest of the troops; the whole forming as soon as landed. After having waited a short time, in expectation of two hundred American soldiers, who were, by the concerted plan of operations, to have joined the first debarkation, with working-tools; as likewise the Negroes, and a party of matrosses, to attend eight patteraroes: the General ordered the grenadiers to march into the wood, and Brigadier-General Blakeney to sustain them at the head of the two old regi-

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ments. The troops having forced their way through the wood by a very narrow defile, with the loss of one man only, by the fire of a straggling party, they halted; and the officer at the head of the grenadiers sent the General word, that a considerable body of the enemy appeared in front. General Wentworth having reconnoitred them, gave orders for the grenadiers to form a column by sub-divisions, and to dislodge them. The enemy (as it was afterwards confirmed by deserters) consisted of about seven hundred men, and were drawn up on the strand in such a manner as to cover the road leading to the city, which they seemed determined to maintain. The ground over which the troops were to march, admitted of a front of no greater extent than a sub-division, the lagoon lying on the left, and a thick copse on the right, into which the General ordered a party of American foldiers, who were to endeavour to take the enemy in flank and rear, and to dislodge whatever parties they might have there. The grenadiers moved on with great spirit; and having, with very little loss, received two fires from the enemy, they began a street firing. The front sub-division giving their fire at about the distance of a half musket-shot; and, wheeling to the right and left, to make room for the next to advance, the enemy conjectured that our troops had given way, and expressed their joy by a loud huzza: but they were soon convinced of their mistake, by the briskness of the fire of our troops; who, still advancing, the enemy fell into confusion, and fled towards the city. As soon as proper guards were posted, and the troops put under cover in the best manner that circumstances would admit, which was by lodging them in some houses and sheds adjoining to La Quinta, a party was sent out to reconnoitre the convent of La Popa; of which they immediately took possession, without any resistance from the enemy, some few of whom were made prisoners. At this place a post was established, as it stands on a very considerable eminence, from which there is a view of the works at fort St Lezar, and the town of Carthagenæ. On the 6th, the General, accompanied by Brigadier-General Guise, and the principal engineer, reconnoitred the fort of St Lezar, and the city, from the convent of La Popa; and, at his return, he assembled a council of war, in which it was debated, whether fort St Le-

zar should not be attacked the following night, before the enemy should have finished some works on the hill, which they were carrying on with the greatest diligence; but no stores being yet landed from the ordnance ships, it was found necessary to postpone the attack. This evening were landed, and properly secured at La Quinta, out of the line of the enemy's fire, two twelve and three three pounders, with fifty rounds of powder and ball, and five rounds of grape-shot.

Some American soldiers and Negroes were likewise landed with some working tools; and the ground on which it was intended to encamp the army, was begun to be cleared. The excessive heat, however, not only retarded the work, but proved fatal to most of the Europeans who were employed in it. On the 7th, the council of war re-assembled, and were of opinion, from the report of the principal engineer, and intelligence received from prisoners and deserters, that no attempt ought to be made against Fort St Lezar, without first having raised a battery; and that if the bomb-vessels were ordered to fire on it, and a large ship of war to batter it, the reduction of it would be greatly facilitated. In consequence of this, the engineer was ordered to mark out the ground for the battery, and to make his report. No time was lost in letting the Vice-Admiral know the resolves of the council; who, the same evening, returned an answer, in which he strongly expressed his disapprobation of waiting till a battery could be raised; and declared, that if the council of war still persisted in their resolution to raise one against so paltry a fort, he would engage, if the engineer did complete it, that the enemy would not wait a minute for the cannon. No answer, however, was returned to the resolution of the council of war, wherein the expediency of bombarding and cannonading Fort St Lezar by the ships, was represented.

The enemy continued to carry on their works upon the hill of Fort St Lezar, and brought some pieces of cannon to bear on the General's quarters, but with very little effect. General Wentworth signified to the Vice-Admiral by letter, that he had endeavoured to cut off the communication of the city of Carthagena with the country, by the neck of land lying upon the sea; but found that any detachment sent thither, would be entirely in the enemy's power, as being at too great a distance from the camp

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to be supported; nor had he any boats on the lake, for supplying them with provisions and water. He therefore proposed, that some small ships of war should be sent for the purpose, to lie near the shore. This the Admiral promised should be done; but it never was performed. This projected piece of service was of very great importance, and, from the beginning of our operations against Carthagena, ought not to have been neglected; the more especially as, after we had gained possession of La Popa, the neck of land being an entire flat for a considerable length of way, this entry to the town might have been fully commanded, by placing three or four sloops of war close to the shore, so that no supplies could have entered the place from that part of the country.

The General having pressed for such reinforcements of troops from the fleet as his instructions gave him a right to demand, the Vice-Admiral this day sent on shore the remains of the American regiment, and forty men belonging to Lord James Cavendish's, and Colonel Bland's regiments. These were absolutely necessary, as the strength of the army, when landed at Texar di Gracias, amounted to no more than four thousand three hundred and fifty men, now much diminished by sickness and death. On the 8th, the council of war again assembled; and the principal engineer reported, that so large a number of men, and so much time would be necessary to cut through the wood, and to raise a battery, as, in the present circumstances of the army, would be altogether impracticable, especially as the sickly season was now come on, and the water in the cisterns began to grow low. No choice being left, but either to make a bold push for carrying Fort St Lezar, or to return on board, the council came to the resolution to attempt the fort on the following morning. The scaling ladders having been put on shore, the council were farther induced to come to this resolution, from the fresh intelligence received from deserters and prisoners, and actually confirmed by the observations of some of the engineers, who had viewed the fort very near, viz. That the walls were not too high for our ladders; and that there was not any ditch at the foot of them, as had been before reported: that the road leading up the hill on the right was broad, and of an easy ascent: and that there was a wood-

en door on the left of the fort, which might be forced without much difficulty, and to which a deserter offered himself as a guide. From this measure two general officers entered their protest; but what perhaps might have considerable weight with some of the members in adopting this measure, was the Vice-Admiral's pressing vehemently for the attack, without a breach being made; and his insisting that it was scarcely possible to miscarry in the attempt. The General too, might imagine, if the attack was not made, that, rash as it was, his enemies would not fail to make a handle of it against him at home, and possibly lay the blame of the miscarriage of this expedition solely upon him. To be unsuccessful or unfortunate, is generally to be criminal in the opinion of mankind. Such guides and deserters as had been put on board the fleet for security, were now, by the Admiral's orders, sent immediately on shore; and the remainder of the day was taken up in preparations for the attack. In the evening, the council of war again met: a disposition for the attack was laid before them, approved of, and immediately communicated to the principal officers in the army by the Majors of Brigade. As to the disposition of the attack itself, it has escaped censure. Unavoidable accidents will often disconcert the best-laid schemes, especially in the military line. In the present instance, the whole was conducted in the dark; where the officers were in a great measure constrained to grope their way, little dependence being to be placed on their guides, although the best that were to be obtained. To proceed.—The place was ordered to be assailed in two places at once. The grenadiers in this hot climate being relieved from the weight of their pouches, a party of the American regiment was ordered to march next to them, with the grenado shells in bags, in order to furnish them to the grenadiers as they might be wanted. This party, most unluckily, in the darkness of the night, fell back into the rear, and did not come up with the shells till after the attack was begun. The attack on the left was to be led on by Colonel Grant; the whole commanded by Brigadier General Guise. April the 9th, by two o'clock in the morning, the troops ordered for the storming of fort St Lezar, were paraded on the strand; and every thing being in readiness, they moved on to the attack,

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a little before day-break. Never did foldiers shew a greater spirit: they mounted the hill, on whose summit the fort stands, with uncommon resolution; but the column that was to have gone up an open accessible road, which lay upon the right of the fort, was most fatally, by reason of the darkness, and by the mistake of the guide, led up the centre, where the ascent is very steep, and the ground broken. Some of the foremost of the troops gained the top of the hill, and pushed on to the enemy's entrenchments. The scaling ladders were called for; but the American foldiers who carried them, notwithstanding the endeavours of their officers to prevent it, cast them down; at the same time seizing on firelocks, or putting themselves under cover from the enemy's fire. Thus this column, not being properly sustained, suffered very severely: they bore their loss, however, with undaunted bravery; but not being able to make any impression on the enemy's works, they were ordered to retreat. The attack on the left was equally unsuccessful; Colonel Grant being mortally wounded, when he had gained near the top of the hill: and the guide, with several others being killed, the officer next in command advanced no farther. Such was the situation of things at break of day, when the enemy being strongly reinforced, the General seeing the loss we had sustained, sent five hundred men to General Guise, with orders for them either to support him in persevering in the attack, or to cover the retreat of those who survived. The latter was now the only alternative; and this service they effectually performed, the enemy not daring to pursue. In this unfortunate assault, we had one hundred and seventy-nine officers and foldiers killed, and four hundred and fifty-nine wounded, many of them mortally: sixteen were made prisoners, ten of whom had fallen wounded on the top of the hill: of these, three were officers, who, although they were treated with the greatest humanity by the Spaniards, died in two or three days.

The principal engineer having proposed the raising a breast-work at the advanced guard, it was set about without delay, and nearly finished by the next morning, so as to cover the men from the enemy's fire. A cessation of arms was agreed on for a few hours to bury the dead. April 10th, the sick and wounded were sent on board; and

and the entrenchment at the advanced guard was enlarged for the reception of two mortars, which were placed there on that day. The army was greatly distressed at this time, as well by hard duty, as by a sickness which increased hourly, and from their provisions not being regularly landed. The 11th of April, the two mortars at the advanced guard began to fire on Fort St Lezar, with very good effect; and the same day the General convened a council of war, consisting of land-officers, when he laid before them a state of the army. They came to the unanimous resolution, "That, without a considerable reinforcement from the fleet, it would not be possible to go on with the enterprize." This resolve was immediately communicated to the Admiral. The sickness in the army still increased; many of the principal officers were seized with it, and the water in the cisterns began to be very low. The Vice-Admiral sent his answer to the result of the council of war on the 12th; but took no notice of the request of a reinforcement from the fleet. The council of war again assembled, and could not fail to be sensible of the contempt with which they were treated by the Vice-Admiral. Of this, in their answer, they took the proper notice; and desired he would issue out his orders for embarking the cannon, &c. as they concluded from his silence in so material a point, that no reinforcement was to be expected. On the 13th, the Vice-Admiral answered this representation of the council of war of land-officers; who again answered this letter immediately, requesting that a general council of war might be assembled without delay. In consequence of this, it was agreed, that the said general council should assemble on board the Vice-Admiral's ship the next day, the 14th; when General Wentworth laid a state of the army under his command before them, and declared, that he deemed it to be impracticable to go on with the enterprize, without assistance from the fleet. The principal engineer was called in and examined. He informed the council of the places most proper for erecting batteries: to which he added, that not less than a fortnight would be required for raising them, considering the many interruptions to be expected from the enemy, and the sickness which was every hour increasing among the troops: that fifteen hundred men would

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be necessary for the proper reliefs for that service only; but that, with the troops now ashore, the siege could not be undertaken with any probability of success. The Vice-Admiral, who seems to have taken his resolution before the council assembled, was going to put the question, Whether the troops should be reembarked or not? when General Wentworth declared he would not give his vote, till he should be informed what assistance they were to expect from the fleet. He was interrupted by the Vice-Admiral in great heat and passion, and with the most unpolite language. To this the General made a proper reply; to which the Vice-Admiral made no return, but immediately left the cabin. The debate was now carried on without heat, passion, or abuse: and the General having repeated his question, Sir Chaloner Ogle, and the rest of the sea-officers unanimously declared, that it would by no means be adviseable to trust the sailors on shore, as they could be kept under no command, and would soon disperse themselves in the woods*. To which Mr Vernon (who sat in the gallery within hearing) added aloud, that some of them would soon ramble into Carthagena. The Vice-Admiral now returned and took his seat at the board, when it was unanimously resolved to reembark the troops and cannon with all possible expedition. At the time this council of war was assembled, the troops were by sickness and loss reduced to three thousand five hundred and sixty-nine men; and many of these so feeble and worn out with fatigue, as scarcely to be fit for the ordinary duty. In the above number is included, one thousand one hundred and forty American soldiers, six hundred of whom were only employed as working parties. The General's request was, that the army should be made five thousand effective men.

Captain Knowles, of the Weymouth, had, on the 8th of April, begun to erect a battery for two ten inch mortars on shore, near to where his ship lay at anchor, from which he began to bombard Fort St Lezar on the 14th; but the distance was too considerable, to render the fire certain or effectual.

On

* In the course of this Work, there will be occasion to shew, that the sailors can be of the greatest service ashore. Vide East Indies, in 1756, 1757; Manilla, in 1762; The Havannah, in 1762; and other places.

On the 15th, the cannon, stores, and baggage were reshipped; and on the 16th, in the evening, the troops struck their tents, marched from their ground to the beach in three divisions, and embarked on board the transports; the enemy not molesting them in their retreat. This being effected, it was generally imagined, that all attempts to reduce the city of Carthagena were now at an end; but Admiral Vernon resolved to try an experiment for that purpose, as extraordinary as it was useless. Early in the morning of the 16th, the *Gallicia** prize, (which he had ordered to be prepared as a floating battery, mounting sixteen guns, which were eighteen and twelve pounders), commanded by Captain Hore, was seen advancing against the city. The Captain had orders to anchor as near the walls as the depth of water would admit of, and to batter the same with all the guns he could bring to bear. She grounded before she was near enough to do any execution, but kept up a well maintained fire from five in the morning till noon. The enemy brought every gun they could to bear upon her; and having at this time nothing to divert their attention from so fair an object, she was rendered almost a wreck. The Vice-Admiral now seeing the folly of his project, sent orders to Captain Hore to cut, and drive before the sea-breeze, as soon as it became strong enough; the ship having floated on becoming lighter. This order was obeyed; they continued to fire until they found the enemy's shot did not reach them. Soon after, they got on a shoal, which proved the means of saving the lives of her gallant crew, as the ship was on the point of sinking, having received twenty large shot between wind and water. She had six men killed, and fifty-six wounded. So much by way of experiment.

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* This ship was manned with volunteers from the different ships. From the manner in which the *Gallicia* was fitted up, having her merlons filled with earth or sand, she drew full as much water as some of our eighty gun ships. Not a doubt now remains, but that large ships can come almost close to the walls of Carthagena. The galleons, for instance, are of a considerable size, and lie close to the town, for the conveniency of loading and unloading. M. Pointis, when he took Carthagena, battered the walls of that city from his own ship, the *Sceptre*, which mounted eighty-four guns, and drew more water than any of our eighty gun ships. Besides all this, the immense expence the Spaniards have since been at, to fortify the city on that side, shews it to have been vulnerable then.

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This very extraordinary proceeding can only be accounted for from the Vice-Admiral's being conscious how very much he would be blamed for not co-operating with the army, and sending in a strong squadron to batter the town, at the time the troops were before Fort St Lezar. He meant, by this attack, to demonstrate to the fleet and army, that it was impossible for large ships to get close enough to the city to batter its walls with any sort of effect; and he was right, if ships were to keep in the same track as the *Gallicia* did: but had she steered a little more to the left, she would have found sufficient depth of water to have got within pistol-shot of the city. Had he aided the army with ten or twelve pieces of heavy cannon, and drawn them to the camp; reinforced the army by garrisoning the forts and castles with sailors; and, when our batteries opened against Fort St Lezar, sent five or six large ships against the town; there can be little doubt, but that the Spaniards would have surrendered in a few hours after the attack commenced: for a recent fact has confirmed, that newly thrown up works, no matter how well garrisoned, prove of little avail against regular approaches, and a well-served battering train *. The sailors were now employed in getting out the masts, weighing the anchors of the sunken ships, and destroying all the forts, castles, batteries, and lime-kilns. This being accomplished, and the *Gallicia* prize set on fire, the fleet sailed on the 8th of May from this scene of misery and distress, for the island of Jamaica. It reached that place on the 19th, and found the convoy from England had arrived four days before. Commodore Lestock, with most of the three-decked ships, four more sail of the line, and five frigates, was ordered to England, and to take the homeward-bound trade under his convoy.

While the fleet and transports were refitting, a council of war was assembled at Spanish Town, in which it was proposed, to make an attack on the island of Cuba. Governor Trelawney, however, from the intelligence he had received of the defenceless state of some of the principal Spanish settlements in the South Sea, was for making an attempt on the city of Panama; and gave his reasons against any attack on the island

* Vide the siege of York-Town, in 1781.

of Cuba at present; for although the reducing of the Havannah was strongly recommended by his Majesty's instructions, yet as that service was declined when both fleet and army were more than double their present numbers, success could not now be looked for, when both were so greatly diminished in point of strength; and Don Roderigo de Torres was now in that port with a squadron, equal, if not superior, to the British fleet in these seas: but notwithstanding these cogent reasons, the admirals and generals resolved to proceed against the island of Cuba. (See Note 19.)

The army was now reduced to something more than three thousand men, but to these were added a thousand picked Negroes, raised in the island of Jamaica for his Majesty's service. The 25th of June, the Vice-Admiral dispatched Captain Renton in the Rippon, to cruize off St Jago, to reconnoitre the harbour and its defences, intercept the enemy's trade, and endeavour to gain all possible intelligence relative to the place. He appointed Cape Donna Maria for the first, and Walthenham bay for the second general rendezvous. On the 28th of June, the ships of war and transports began to leave Port Royal harbour; and by the 30th, the whole were fairly at sea. The Vice-Admiral left the Suffolk, Strafford, Dunkirk, Bristol, Litchfield, and Vulcan, for the protection of the island and its trade, under the command of Captain Davers; who had orders to hasten the repairs of the York, Augusta, and Deptford, and to dispatch them after the Admiral as quickly as possible. The transports and storeships, consisted of about forty sail; and on the 18th of July, the whole fleet got into Walthenham bay or harbour, which is one of the finest and most secure in the West Indies. To this harbour the Vice-Admiral gave the name of Cumberland harbour, in honour of his Majesty's second son. The smaller ships of war, and transports, were that same day dispatched as high up the harbour as the depth of water would admit of, under the direction of Captains Watson and Forrest. Next day, a general council of war was held, which was composed of the Vice-Admiral, General Wentworth, Sir Chaloner Ogle, Brigadier-General Blakeney, Colonel Lowther and Cochran, and Captains Mayne and Cotterell; and they came to the unanimous resolution, that, as the attempt

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ing the reduction of the town of St Jago de Cuba, was found, on the best information, to be impracticable by sea, that every means in their power should be exerted to attack the place on the land-side, and to endeavour to take by surprise the Estrella castle, and Catherina battery. The army was immediately debarked, and encamped near to a navigable river, which the Vice-Admiral named Augusta, about three leagues from the harbour's mouth. The General sent a detachment under Major Dunster, who penetrated as far as the village of Elleguava, the inhabitants of which abandoned it on his approach. Here he continued some days; but not being supported, he seized some horses and cattle, and returned with a very trifling loss to the camp.

From this excursion it plainly appeared, that it was possible to have penetrated with very little loss to the town of St Jago, from which he was not above sixty-four miles distant. The enemy were much alarmed; they had no army to make any opposition: but General Wentworth did not possess a genius for enterprize. The greatest danger lay against the fleet; the enemy had twelve sail of the line in the harbour of the Havannah; and the Vice-Admiral, well knowing that the security of the army and transports depended entirely on the Squadron being in a condition to defend the entrance of the harbour, and to repel any attack the enemy might make on that side, he dispatched some of his best-sailing ships to cruize off the Havannah, to watch the motions of the fleet, and to bring him the earliest accounts of them; with others he blocked up the harbour of St Jago; and in order effectually to secure the army, &c. he formed a line with six of his largest ships directly across the harbour's mouth, so that the enemy must necessarily force their way through them, before they could get at the transports. He urged the General to advance; and assured him, by the time he got before the town, he should find either Sir Chaloner Ogle or himself off the harbour's mouth, ready to give him all the assistance in their power. Instead of advancing, the General informed the Admiral, by letter, that it was doubtful whether he could proceed any farther; that the troops were become very sickly, and that it would be impossible to remain where the army then was, much longer. This letter,

which the Vice-Admiral immediately communicated to Sir Chaloner Ogle, was matter of great concern; as, from all the intelligence they had received, to secure success, the General had only to appear before the place, when it would capitulate. The General held a council of war on the 9th of October; the result of which was, that they could not march any body of their troops farther into the country, without exposing them to certain ruin; and were firmly of opinion, that advancing with the army to St Jago, in their present circumstances, was impracticable. On the 13th, a general council of war was assembled: the naval officers laid all the information before it that they had obtained, and strongly urged the land-officers to march against St Jago. The land-officers, however, adhered to the opinions they had given at the military council of war on the 9th; and thus they separated, without coming to any determination concerning their future operations. The Vice-Admiral now resolved to reconnoitre the place himself; and for this purpose he shifted his flag on board a smaller ship, and with some other vessels sailed on this service on the 4th of September. He found it all a bold shore; that there was not any anchorage off St Jago; and that it was an unsafe harbour, especially for large ships, as they must run in close along shore to windward of the mouth of the harbour, be driven down under the Moro Castle, come to an anchor there, and then warp in. He was convinced, from the observations he had now an opportunity of making, that the number of obstacles which nature had thrown in the way, were by far too many, for the Squadron under his command to attack the place with any probability of success.

General Wentworth now came to the resolution of relinquishing the enterprize against the island of Cuba, of returning to Jamaica, and there meeting the reinforcements expected from England. In consequence of this, the army were once more put on board their transports, November 20th. The 28th they left Cumberland harbour, and steered for Jamaica. Admiral Vernon stationed some ships to meet the convoy expected from England, to give them notice of the troops being withdrawn from the island of Cuba, and of his return to Jamaica. Thus ended a very expensive enterprize, which, from the beginning,

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was ill-concerted and miserably executed. Had it even been attended with all the wished-for success, the nation could have reaped but little benefit from a partial reduction of the island of Cuba; the city of St Jago being a place of very little consequence, and chiefly remarkable for being the residence of the Governor of the eastern district, and the see of a bishop. It may be remarked, too, that the Havannah, a place of the greatest importance of any the Spaniards possessed in the West Indies, remained to be conquered before we could reckon our footing on the island secure; and the enemy, very judiciously, had there collected such a naval and military force, as rendered them by far too formidable for our feeble army to attack the place.

While our troops were on the island of Cuba, his Majesty's ship, the Worcester, being on a cruize, took a Spanish ship of war of twenty-four guns, and two hundred and twenty men, having dispatches on board for the Viceroy of Mexico; who finding they could not escape, the dispatches were thrown overboard. The Defiance, Captain Trevor, also took a register ship of three hundred and fifty tons, twelve guns, and fifty men, laden with a very valuable cargo of provisions and stores for Carthagena. The Shoreham took another register ship, having seventy thousand pieces of eight on board. Captain Peter Warren, of his Majesty's ship the Squirrel, took the largest and only remaining privateer belonging to St Jago de Cuba, mounting sixteen guns, having a crew of one hundred and thirty men, and commanded by one Valladon, a Frenchman, who had done much mischief to our trade in these seas. But the discovery made in consequence of this capture, was of much more importance than the capture itself, and was entirely owing to the indignation which an honest tar, one of Captain Warren's crew, felt at seeing a dead Spaniard lying on a British ensign. Captain Warren found the privateer at anchor in a little cove behind a rock; most of whose crew were ashore cutting a bowsprit. The weather being very fine, he anchored close to the privateer, whom he engaged so warmly, that part of the crew who were on board took to their boats, and joined their companions on shore. To prevent Captain Warren from taking possession of the vessel, they kept up a smart fire of small arms from behind the rocks; but the

Lieutenant

Lieutenant of the Squirrel, and twenty brave fellows, disregarding their efforts, boarded her. Both ships now fired some broadsides among the rocks, where the privateer's people had taken shelter, by which many of them were killed; and the remainder were glad, by a precipitate flight, to find safety in the woods. Some of Captain Warren's people pushed ashore after them; one of whom found the dead Spaniard in manner mentioned above. The sailor swore, d—n him, if he should lie on so honourable a bed; and immediately rolling off the dead body, brought away the ensign, in the corner of which, he found wrapped up a packet of letters, which he delivered to Captain Warren as soon as he returned on board. The Captain gave them to Admiral Vernon; who finding them of the greatest consequence, transmitted them to the Duke of Newcastle*.

MEDITERRANEAN.

The Court of Madrid, formerly remarkable only for its indolence and inactivity, had now assumed a very different system; they were all alertness and intrigue. The Queen of Spain was a woman of great ambition, and was supposed to have considerable influence with her husband. Her chief desire was to procure a settlement in Italy off the Emperor's territories for her second son Don Philip. This induced the Spaniards to try every effort to draw the Court of Versailles into their schemes. No sooner was the destination of Commodore Anson ascertained, than they equipped a superior squadron, the command of which was given to Admiral Pizarro, with orders to follow the British Commodore, and to defeat his designs. The fate of this squadron is singular, and an account of it will be found in our narrative of Mr. Anson's voyage.

This year the French equipped a strong squadron at Toulon, under M. de Court, who proceeded with it towards the mouth

* It is said that they contained the most authentic information, that the French squadron under M. d'Antin at Port Louis, was intended to join, and act in concert with, the Spanish squadron under Admiral de Torres at the Havannah, the beginning of this year, had not the bad condition of the ships and crews, and want of provisions, of the former, compelled them to return to Europe.

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of the Straits. Admiral Haddock, who had long blocked up the Spanish fleet under Admiral Novarro, in Cadiz, had lately been obliged to retire to Gibraltar, to refit his squadron, leaving cruizers to watch their motions, and bring him intelligence. When the French fleet approached near, the Spanish fleet quitted Cadiz, and made for the French fleet.

Admiral Haddock receiving intelligence that the Spanish squadron from Cadiz had passed the Straits, resolved to put to sea, and, if possible, attack them before they joined the French squadron from Toulon. On the 7th of December, he had got as far as Cape de Gat, when the frigates a-head made the signal for seeing a fleet; some of which soon became visible to the squadron. The Admiral crowded sail all night, but was much retarded with calms. At sun-rise, on the 8th, the frigates again got sight of them; and, soon after, sixteen sail were to be seen from the mast-heads of the squadron, bearing E. and both fleets steering E. N. E. At eight o'clock, the wind changed to S. E. by E. The Admiral continued, with a press of sail, standing on close to the wind, and neared them so as to discern, from the poops of his ships, that one of their ships had a flag at the mizen top-mast head. About ten o'clock, Captain Barnet, of the Dragon, made the signal for seeing seven sail of large ships to the northward; one of whom had likewise a white flag at the mizen top-mast head, and another of them had a broad white pendant at the same place. They were formed in a line, and steered about N. W. Soon after noon, the Admiral made the signal to speak with the eight senior Captains, with whom a council of war was held. At which, after considering that we then plainly saw a squadron, consisting of eleven ships, to the northward, standing off towards us, with all their sail, and French flags hoisted; that the Spaniards were steering directly for them; that the latter were three leagues from us, and the former not five; that therefore it was impossible for us to attack the enemy in any regular order, before they might join the French, on whose neutrality we could not depend; and being unable to account for their having cruized near six weeks off Cape de Gat at this season of the

the year, without supposing that it was in order to join the Spaniards, and defend them, if not jointly to attack us; it was unanimously judged improper to continue to pursue them. In consequence of that resolution, the squadron tacked at two o'clock, and stood off with top-sails and fore-sails.

The Spaniards hoisted their colours about three o'clock, being formed in a line; and soon after the French squadron tacked and stood towards them. About four, the Spaniards brought to, with their heads to eastward, seemingly with an intention to wait for the French coming up. Our fleet lost sight of them in the night of the 12th of December, about twelve leagues S. S. W. of Formentera, the wind at N. W. by N. Our fleet then steering N. E. by E. again got sight of the combined fleet from the mast-head, about nine the next morning. The Admiral kept his wind; and by ten o'clock could see eleven sail to the northward, which appeared to steer the same course as we did: at same time he perceived four sail of large ships, bearing about N. N. E. close to the wind, with their starboard tacks on board. About eleven o'clock, two of the latter came away lasking till they were on our beams, about three leagues to windward, when one of them hoisted a flag at the mizen top-mast head, the colour of which was not distinctly perceived, but it resembled an Union flag: soon after which, those two ships tacked, and stood towards the body of the fleet, which, much about the same time, handed their top-sails, when the whole were seen very plainly. Twenty-six of them appeared to be ships of war, in two divisions, close together. In that which was to the eastward, and seemed the leading division, were two ships with large white flags at their mizen top-mast heads, one with a white pendant at the mizen top-mast head, and two with the like pendants at their fore top-mast heads: but in the other division, neither flag nor pendant could be perceived, although no doubt could be entertained of their being men of war, from their size. About two in the afternoon, one of the flag ships hoisted a white flag at the main top-mast head, and fired a gun; upon which they all hauled up their main-sails, and laid to under their fore-sails and mizens. Admiral Haddock then steered away E. N. E.

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the proper course to go clear of the islands; and, before sunset, lost sight of the combined fleet*.

The junction of the French squadron alone saved the Spanish fleet: for it would have been the height of rashness in Admiral Haddock to have hazarded an action with both, who, when joined, were nearly double his force, (See Note 20.) Admiral Haddock was therefore obliged to desist from his purpose; and steered for Mahon harbour, where he was soon after joined by a strong reinforcement, under Commodore Le-Stock. The combined fleet proceeded without farther molestation to Barcelona; at which place fifteen thousand Spanish troops were embarked, which they escorted to Orbitello, where they landed.

Nothing could exceed the indignation of the British nation, when this matter came to be known. It was propagated with much industry, that the hands of the gallant Haddock were tied up by a neutrality entered into for Hanover. Nothing could be more false. Posterity will do justice to the Admiral's character; for his spirit was known to be such, that he would have scorned to have acted conformable to the mean selfish treachery of any Minister. But the design of these reports is now seen through: they were aimed more against the Minister than the Admiral. The general election was at hand; and the rendering the Minister as odious and unpopular as possible with the people, was deemed necessary, in order to prejudice as many of the electors against him and his friends, as the party in opposition could persuade by any means in their power. This, and similar measures, contributed very much to the overthrow of Sir Robert Walpole's administration, on the meeting of the new Parliament.

On the 25th of July, his Majesty's ships Dragon and Folkestone, two of Admiral Haddock's squadron, commanded by Captains Barnet and Balchen, being on a cruize off the mouth of the Straits, in the evening got sight of three sail of large ships: the largest they took for a Spanish ship of the line, and the other two for register ships under her convoy, with treasure

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* This account is taken from a MS. in the hand-writing of the late Captain Barnet of the Dragon, communicated to the author by the Captain's son, to whom he is under the greatest obligations for his obliging and important communications.

sure from the West Indies. To these they immediately gave chase; and, coming up with the sternmost about midnight, Captain Barnet ordered her to be hailed, in order to know who they were: The answer was, They were French, from the West Indies: The Captain then requested them to bring to, as he must send a boat on board. This being refused in very unpolite terms, Captain Barnet ordered a gun to be fired right across the bow of the French ship, which they returned with a broadside. A warm action then commenced with all the ships, which lasted till day-light, when it was discovered that these three sail were French ships of war; on which the firing ceased on both sides, and mutual apologies for the mistake took place. The French were commanded by M. de Caylus. They had one Captain and twenty-five men killed, and seventy-five men wounded: and their ships had suffered so much, they were obliged to put into Malaga to refit. We had eleven men killed, and twenty-two wounded; and our ships were considerably damaged. Admiral Haddock's health being much impaired, towards the close of the year, he resigned the command of the British fleet in the Mediterranean to Commodore Lestock, and returned to England.

NAVAL TRANSACTIONS NEAR HOME.

THE success of his Majesty's ships, while cruising, was pretty considerable. The Rupert of sixty guns, commanded by Captain Ambrose, took the St Antonia de Padua, a privateer belonging to St Sebastian's, of sixteen guns, and one hundred and sixty men; also another privateer, called the Biscaila, of only ten carriage and two swivel guns, with one hundred and nineteen men, who had the temerity to engage the Rupert for some time, she being disguised like a merchant vessel; but soon discovering their mistake, they submitted: This privateer had captured twenty-three British ships. On another cruise Captain Ambrose took, after a long chase, the Duke de Vendome privateer of St Sebastian's, of twenty-six guns and two hundred men, commanded by a Frenchman. After a chase of several days, Captain Ambrose likewise came up with, and engaged for some time, N. S. del Carmen, a privateer of twenty-four carriage and twenty swivel guns, and one hundred and eighty

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men, from St Sebastian's, and at last boarded her; on which she struck, having had twelve men killed, and as many wounded. The Rupert lost only one man, who unluckily fell over board and was drowned, as the Rupert laid the privateer on board. As an acknowledgement of the service Captain Ambrose had performed, the merchants of the cities of London and Bristol, did each of them present him with a handsome silver cup, richly embossed, with his arms, and an account of his services engraved on it. The Success of twenty guns, commanded by Captain Thompson, took and carried into Boston in New England, where she was condemned, Le Grand Justice, a French ship from the Havannah, with sugar, cochineal, and cocoa, and having on board one hundred and eighty thousand dollars, sixty bars of gold and silver, with other treasure: She turned out a prize of great value. The Superb of sixty guns, commanded by the Honourable Captain William Hervey, took, on his passage from the West Indies, a rich ship from the Caraccas, called the *Constante*, of four hundred tons, twenty guns, and sixty four men, valued at 200,000 l. Sterling. The Squirrel; Captain Warren, took several valuable prizes. The Tartar, the Honourable Captain Townshend, took the *Virgin of Rosario*, a privateer. Captain William Parry, commander of his Majesty's sloop *Grampus*, being on a cruize off the coast of Portugal, fell in with a privateer of ten guns, and eighty men, who, after a single broadside, struck. Captain Parry took the Commander and fourteen Spaniards on board the *Grampus*, and put an officer and ten of his own men into the privateer; but by bad weather, they separated in the night; and the prize proving leaky, they were obliged to make the first port they could, which happened to be *Porta Vedra*, about twelve miles from *Vigo*, where our people were made prisoners. Captain Parry receiving intelligence of this, obtained a pilot, and went into *Porta Vedra*, where he destroyed three privateers, and brought off a prize which one of them had taken. Captain Harrison in the *Argyle*, (one of Sir John Norris's Squadron), took a small brig from *Rebadues*, laden with lime, which had drove on shore near *Cape Prior*; and four barks laden with the same sort of cargo. Being joined on that cruize by his Majesty's ship the *Gibraltar*, and the *Grampus* sloop; they burnt

a vessel in Camerania Bay; and obtaining intelligence of some British prizes having been carried into Redondella, they immediately proceeded to that place, pushed boldly in, and cut out five of the prizes which they found lying at anchor there.

These, and many other instances could be given of the valour and good conduct of the British officers in naval engagements, and of their exertions to distress the enemy: but, notwithstanding these, the nation in general, and our merchants in particular, were extremely dissatisfied with the manner in which the war had been conducted. Great fleets were assembled at a very great expence; and although they went to sea, they were so unlucky, that they neither annoyed the enemy, nor afforded protection to our commerce; for, notwithstanding we took a great number of their ships, yet the loss we sustained by their privateers was such, as turned the balance greatly in favour of the Spaniards. So poorly too were our coasts, and the approaches to them protected, that the enemy's privateers had the insolence to cruize in the North seas, the Channel, and the soundings. From the commencement of the war, to the end of the year 1741, the number of prizes amounted to three hundred and ninety; and we lost in that time three hundred and seventy-two; which, considering the number of ships of war we had in commission, and the multitude of privateers which the merchants had fitted out, made them complain that due attention had not been paid to the placing of our ships in proper stations, in so much, that they resolved to apply to Parliament for a redress of their grievances.

On the 28th of April, his Majesty was pleased to dissolve the Parliament, and to call a new one; the writs being made returnable the 25th of June. History, perhaps, does not exhibit an instance in which two parties exerted themselves with so much keenneſs, the one to maintain, and the other to acquire a majority in the House of Commons, as on the present occasion. They assumed the names of Whig and Tory, or more properly were denominated the Court and the Country parties. At the head of the latter, was the Prince of Wales, who brought to it a very considerable accession of friends, and none of more consequence than John Duke of Argyle and Greenwich, by whose influence and popularity in North Britain, he secured

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to his interest very near forty out of the forty-five members returned from that part of the kingdom. So very obnoxious were many of the measures which had been adopted by the present ministry, that the electors of several counties, cities, and boroughs, framed a set of instructions to their new representatives, to exert themselves in Parliament, so as to obtain a repeal of them, and to get their several grievances redressed.

After many prorogations, the Parliament met for the dispatch of business, on the 1st of December, when his Majesty desired the Commons to chuse a Speaker, and to present him on the 4th. They unanimously made choice of Arthur Onslow, Esq. His Majesty signified his approbation of him on that day, and made a speech to both Houses, in which he informed them, that he was glad to meet them in Parliament, not only that he might receive their advice at so critical a juncture, but that he might learn the sentiments of his people, from the representatives they had so recently chosen. That, agreeable to the advice of the last Parliament, he had entered into a just and necessary war with Spain; and as they had recommended it, so he had carried on the principal operations of it in America. He had communicated to the last Parliament, the dangers which threatened the subversion, or reduction of the House of Austria. That both Houses had expressed to him their concern, and had come to the strongest resolutions in favour of the Queen of Hungary, for the maintenance of the Pragmatic sanction, the preservation of the balance of power, and of the peace and liberties of Europe. That he had used his utmost endeavours to induce the other powers to join him, and support the common cause; as also to reconcile those whose union might be the means of preventing mischief. That although his endeavours had not hitherto had the desired effect, he was not without hopes, when the approaching danger was properly seen, but that they would be attended with success. But, in the situation things were, it was necessary we should prepare for the worst, and be enabled to assist and support our friends and allies. To this speech, both Houses returned a suitable answer.

1742.

On the 20th of January, the merchants of the city of London waited on both Houses of Parliament, and presented petitions to each, complaining, in the strongest language, of their great losses, in this just and necessary war, from the enemy's privateers; and pointing at the Admiralty Board, as the cause of their misfortunes, by failing to afford the necessary protection to their trade. These were followed by petitions, in a like strain, from Bristol, Biddeford, Southampton, Liverpool, Lancaster, &c. Both Houses entered into strong resolutions to support the trade of the nation. The House of Peers agreed to hear the complaints of the merchants, by themselves, or counsel, on the 4th of February; and the House of Commons to do the same, on the 27th instant. The contests in the House of Commons became extremely violent. The Minister and his adherents, however, pluming themselves in the opinion that they had secured a majority, from the decision of the Boffiney election, which had gone in their favour by a majority of six, were encouraged to venture the proposing of Giles Earle, Esq; to be again chosen chairman of the committee for examining and determining contested elections. The Country party proposed Dr Lee, an eminent civilian. This was a most important point; and both parties exerted themselves on the occasion, as a trial of their different strengths. For the first time, the Minister found himself in the minority, Dr Lee being chosen by a majority of two only. This was a severe blow; for afterwards the Country party daily gathered strength. The contested election for Westminster being likewise determined against the Ministry by a majority of seven, they began to be much alarmed, and saw that unless they could divide the Opposition, their downfall was inevitable. For this purpose, the Bishop of Oxford (Dr Secker) was sent to the Prince of Wales with a message, delivered to him by the Earl of Cholmondeley, to this effect: "That if his Royal Highness would write such a letter as might be consistent with his Majesty's honour to receive, his Royal Highness, and all that were in his councils and confidence, should be kindly received at Court; 50,000*l.* *per annum* should be added to his revenue; 200,000*l.* should

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"be disbursed to pay his debts; and his followers in due time provided for." To which, his Royal Highness immediately answered, without consulting any one: "That he had the utmost duty for his Majesty; and whenever he thought fit to admit him to his presence, he should throw himself at his Majesty's feet, without insisting upon any terms for himself: but, while Sir Robert Walpole managed the public affairs, he could not prevail with himself to give any countenance to them. That Sir Robert Walpole was a bar between his Majesty and the affections of his people; between his Majesty and foreign powers, and between his Majesty and himself. This was his answer; but he would have it understood, that he took this message to come from Sir Robert Walpole, and not from the King.

Disappointed in their expectations of aid from this quarter, they persevered in their struggle in the House of Commons, till the adjournment for the holidays; and confidently gave out, that, during the recess, they should be so reinforced by some new elections, that they would be able to maintain their ground. In this, however, they met with another disappointment; for, on the meeting of Parliament, the question against a secret committee, proposed by Mr Pulteney, was carried by the Minister by three votes only, the next thing to a defeat. But, on the 2d of February, the Minister's fate was determined. The merits of the election for Chippenham were to be resolved by the House; and Sir Robert Walpole was known to have declared, that should this cause be decided contrary to his wish, he never would enter that House again. He perceived his power drawing to a close; and well knowing that the majority of a single vote might send him to the Tower, he had wisely determined either to be sure of carrying his points, or retire. The Opposition availed themselves of every circumstance; and carrying the Chippenham election by no less than sixteen votes, the Minister immediately quitted the House. His Majesty went to the House of Peers on the 3d, and gave the royal assent to the malt bill, &c.; and then the Lord Chancellor signified, that it was his Majesty's pleasure, that both Houses should adjourn to the 18th of February; and they adjourned accordingly. On the 8th, Sir Robert Walpole was created

created Viscount Walpole and Earl of Orford; and on the 11th, he resigned all his places, after having been Prime Minister for upwards of twenty years. On the 17th, the Prince of Wales, and a very great concourse of the first nobility and gentry of the nation were at Court, and met with a most gracious reception from the King. Great rejoicings were made on this occasion, in the cities of London and Westminster, and in the evening both were grandly illuminated: nor were they singular; for the same spirit and demonstrations of joy appeared in most of the principal cities and towns throughout the kingdom.

The Earl of Wilmington was appointed first Lord of the Treasury, and Samuel Sandys, Esq; Chancellor and Under Treasurer of the Exchequer: Lord Harrington was created an Earl, and made President of the Council; as was Lord Carteret one of the Principal Secretaries of State; the Duke of Newcastle continuing to act as the other. The Duke of Argyle was appointed Master-General of the Ordnance, and had his regiment of horse-guards again; and the Earl of Stair was made a Field-Marshal. The Admiralty was placed under Daniel, Earl of Winchelsea and Nottingham; John Cockburn, Esq; Lord Archibald Hamilton; Charles, Lord Baltimore; Philip Caverdish, Esq; George Lee, L. L. D. and John Trevor, Esq. Mr Pulteney, who would accept of no place, was sworn of the Privy Council, and soon after created Earl of Bath.

By his Majesty's command, a promotion of flag-officers, at this time, took place, viz. Thomas Matthews, Esq; to be Vice-Admiral of the Red; Edward Vernon, Esq; Vice-Admiral of the White; Nicholas Haddock, Esq; Vice-Admiral of the Blue; Sir Chaloner Ogle, knight, Rear-Admiral of the Red; and Richard Lestock, Esq; Rear-Admiral of the White: and Commodore Brown was made a Commissioner of the Navy.

With new men, the country in general expected new measures. In this, however, they were greatly deceived; for, in little more than a month, the Duke of Argyle, finding his associates in power deviating from their intended schemes of reform, resigned all his places. The Duke of Montague was made Master-General of the Ordnance; and the regiment of horse-guards was given to the Earl of Hertford. The nation soon discovered, that self-interest had been the strongest incentive

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to the display of patriotism and public good which had been for some years exhibited; and the eloquence which had flowed in such torrents, in support of the most popular motions, could now be employed by the same persons, now they were in power, in opposing them. A stronger instance cannot be given than the following: Sir Robert Godschall, one of the members for the city of London, moved for leave to bring in a bill to repeal the act for septennial parliaments. This was warmly opposed by Mr Pulteney and Mr Sandys; and the question was negatived. In the course of this session of Parliament, forty thousand seamen were voted for the service of the current year; and the whole supplies granted, were near 6,000,000 l.; including therein 500,000 l. for the service of the Queen of Hungary. By an act passed this session, a bounty of 5 l. over and above his wages, was granted to every able-bodied seaman, and 3 l. to every ordinary one; and the widows of such as might from henceforth be killed in the service, were granted a bounty of a year's pay of their deceased husbands. This act extended to Ireland; and by it the pay for seamen in the merchant service was regulated at 11. 15s. *per* month, for the next twelve months following, and not to exceed that sum.

WEST INDIES.

THE enterprize against St Jago de Cuba being abandoned, General Wentworth reembarked the troops on board the transports, without the least molestation from the enemy; and they sailed under a proper convoy to Jamaica; while Admiral Vernon, with the remainder of his squadron, proceeded on a cruize off the island of Hispaniola, in expectation of meeting with the reinforcements from England. From this station he sent Captain Cleland, in the Worcester, with a letter to the Marquis de Larnage, the Governor, chiefly to observe the motions of the French at Leogane and Petit Guave. The intelligence he obtained, made the Admiral easy as to the fate of the expected convoy, it thereby appearing, that the enemy had no naval force in these seas. Soon after this, he received two letters from the Duke of Newcastle, the one dated the 15th, and the other the 30th of

October. By these he learned, that the convoy and transports, having two thousand troops on board, might be hourly expected; that the escort was but weak, consisting only of one ship of fifty, and one of forty guns, together with four bomb-ketches; but that his Grace could not speak with any certainty of the intentions of the French, nor of the destination of the squadrons they were fitting out. On this the Admiral resolved to leave a strong squadron under the command of Captain Mitchell of the Kent, to meet the convoy from England. He ordered them to take in a large supply of water, with the utmost dispatch, in Tiberoon Bay; and, having done so, to proceed to cruize off Cape Alta Vela. Admiral Vernon, with the remainder of his squadron, returned to Jamaica, for the purpose of holding a general council of war, pursuant to the directions of the Duke of Newcastle; who, in his letter of the 31st of October, informed him, "That his Majesty had commanded him to acquaint him and "General Wentworth, that he saw, with great concern, the "heats and animosities that had arisen between his officers by "sea and land, contrary to his orders, whereby the service "could not but greatly suffer; and that he was ordered to "recommend it to them, in the strongest manner, carefully to "avoid the like for the future: and that, in case of any difference of opinion, all acrimony and warmth of expression should "be avoided." On the 4th of January, the Admiral, on his way back to Jamaica, was joined by the Sheerness, Captain Ward, who brought him a joint letter from Generals Wentworth and Guise, and Governor Trelawney, desiring his return to Jamaica, to hold the aforesaid council of war; and the next day he anchored in Port Royal harbour. General Wentworth was immediately informed by the Admiral, that he would be with him on the 7th at Spanish-town, in order to hold the council of war, and to do all in his power punctually to comply with his Majesty's instructions.

The council met accordingly on the 8th, and consisted of Vice-Admiral Vernon, General Wentworth, Rear-Admiral Sir Chaloner Ogle, Brigadier-General Guise, and Governor Trelawney. They proceeded to consider what expedition was proper to be undertaken, particularly the proposal of Cap-

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tain Lea, for an attempt on Guatimala; as also, the scheme of Lieutenant Lowther, for an attack on Panama. This gentleman, on his examination by the council, acquainted them, "That a ship of war should by all means go with the traders ready to sail to Porto Bello: That the Mosquito Indians would be of use, they knowing how the river sets; also in carrying the artillery up the river Chagre; and that one hundred of them ought to go on before, as the van-guard: That the road from Cruzes to Panama was paved, and broad enough to carry artillery for ten or eleven miles from Cruzes, from which place there is a fine savannah, which leads to Panama; at the same time, declaring it to be his opinion, that the smallest number of soldiers requisite for this expedition, was three thousand, exclusive of five hundred Negroes, and four hundred Mosquito Indians; and that himself ought to have 500 l. advanced him for procuring guides and intelligence; 400 l. of which should be in goods, and 100 l. in liquor." General Wentworth, conceiving that the scheme of Lieutenant Lowther was the most practicable of any which had been laid before them, the council agreed with him in opinion, that the most effectual means should be pursued for putting the plan in execution; and that each of them, in their respective branches, would facilitate the project, by preparing every requisite, so as to carry it into immediate execution. The money required by Lieutenant Lowther was ordered him; and it was agreed that he should be sent to Porto Bello in a ship of war.

In consequence of the resolutions of the council of war, Admiral Vernon, on the 11th of January, gave the necessary orders to the officers of his squadron, to use the utmost diligence in refitting the ships, and getting them ready for sea, the moment the reinforcements from England arrived; which they did, under convoy of the Greenwich, St Alban's, and Fox, on the 15th of January. They passed in the night, unobserved by the squadron under Captain Mitchell. On notice of this, he returned to Jamaica.

Immediately on the arrival of reinforcements from England, Admiral Vernon informed the General, and Governor Trelawney, that he thought the speedy assembling of the general

council of war to be of the utmost importance to the service, in order that the necessary points might be maturely discussed, and their deliberations and resolutions be fairly drawn up and signed, so that the execution of them might be immediately entered upon; delay having, by the experience of former times, as well as the present, been found to be the most dangerous enemy in these parts. Upon this, the general council of war re-assembled on the 19th; but, as General Guise was indisposed, nothing was done till the next day; when they met, and signed their former resolutions, without determining upon any other.

On the 21st, the land officers held a council of war, at the head quarters near Kingston, to form their opinion of what was recommended to them. The council having duly considered the scheme laid down by Lieutenant Lowther for the attack of Panama, were unanimously of opinion, "That if they could be supplied with five hundred Negroes, and if Admiral Vernon would give them all the assistance in his power, of conveying the troops and artillery up the Chagre to Cruzes, it would be for his Majesty's service to make the attempt, and to push the same as far should be practicable: and that it should be set about with all possible expedition." This resolution was signed by General Wentworth, Brigadier-General Blakeney, Colonel Lowther, and Colonel Frazer; to which the Vice-Admiral readily signed his consent.

On the 22d, another council of war was held by Admiral Vernon, Sir Chaloner Ogle, General Wentworth, General Guise, and Governor Trelawney; when General Wentworth reported, "That from the general return of the troops which were capable of duty, (as well those lately arrived from Corke, as what he had under his command before), he found that they did not amount in the whole to three thousand men; and, as a considerable number were wanted to man the fleet, he found the forces would be too weak to undertake the enterprise against Panama." Whereupon it was agreed to man the ships from the forces; to put what remained of the troops fit for service, on board of the last transports from Europe; to get them ready for sea with all expedition, and to direct their views to such attempts as should then seem to the council to be most promising

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promising of success; having always in view the preservation of Jamaica. It was likewise judged proper to detach two hundred men, for trying the success of the settlement of Ratan island; which, if it could be effected, would, in their apprehension, be a probable means of securing the logwood trade to Britain, besides opening a commerce with the provinces of Guatemala and Yucatan, and probably of diverting the attention of the Spaniards from the real object of their designs. The two Admirals, General Guise, and Governor Trelawney, concurred in this opinion, and signed the resolution; but General Wentworth, at that time, declined it.

General Wentworth having formerly requested of the Vice-Admiral, to send Lieutenant Lowther over to the coast of Porto Bello, for obtaining intelligence, and securing the success of the intended expedition against Panama; on the 4th of February, the Lieutenant, with thirteen men, proceeded to sea in the Triton sloop, under convoy of Captain Dennis in the Experiment, to act as a trader, and procure all the information he was able, pursuant to his instructions from General Wentworth, which, as he had long resided on the Spanish Main, no person was so capable of executing.

The Squadron was soon in a condition for putting to sea; but the land forces were not yet ready. And, on the 8th of February, a general council of war was held, when it was debated, what should be proceeded upon. The council being of opinion, that the season of the year was favourable for the expedition against Panama, "Resolved to proceed upon it with the utmost expedition." After this determination, Vice-Admiral Vernon soon made every preparation for the squadron's immediately going on this service: but it was not till the 21st of February, that he had any application made to him by the Commissary of the army, for such provisions as might be wanted. The Commissary, however, received an order for them the instant he applied for it.

Whilst the land forces were getting ready for this expedition, the Vice-Admiral was principally employed in stationing his cruizers in such a manner as to prevent the squadron, or island, from being surprized; the Captains of those ships having orders to return and give notice, on the first discovery of any squadron,

dron, whether of Spaniards, or others. The Greenwich and St Albans were dispatched on a cruize, the one to windward, and the other to leeward of Carthagena, for the purpose of cutting off all communication with that place, and for keeping the people under apprehensions of another attack. The Vice-Admiral having mentioned his intentions respecting the cruizers to the council of war, they approved of it as a prudent measure: and, apprehending the bomb-ketches to be of no use in the present expedition, the Vice-Admiral posted them in the Narrows, to assist in the defence of the Channel; drawing up such general orders for Captain Young, whom he left to command at Port Royal in his absence, as he conceived to be requisite in case of any attack upon that harbour. An unsheathed fire ship, which was careening, was left to act as an advice-boat in case of any emergency.

As the rainy season was approaching fast upon them, the Vice-Admiral, on the 2d of March, observed to General Wentworth, who, he was persuaded, would agree with him in opinion, that their early getting to sea was of the utmost importance, to secure success in the intended expedition; that they should therefore immediately prepare for it, as the transports which were not then ready to sail with them, might easily have proper convoys appointed, when in a condition to follow: Accordingly, he recommended to the General, that they should proceed with whatever force they might have in readiness, and with all possible expedition. On the following day, the General acquainted Admiral Vernon, that he could not sail before the 6th; and that he should not think it adviseable to land, till a transport with Negroes, which was to sail after the squadron, should arrive. This gave the Admiral very great concern; and he represented to the General, "That he hoped in God they should sail under no other resolution, than immediately to attempt the success of their enterprize with the force they carried with them."

On the 3d, the Vice-Admiral was informed by General Wentworth, that he had received intelligence that six Spanish men of war were arrived at Lagaira, with a reinforcement of four thousand men, designed for Carthagena. The Vice-Admiral having consulted with Sir Chaloner Ogle upon this intelligence, they

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were both of opinion, that they ought to endeavour to intercept those reinforcements, as the principal point for securing success to the expedition, and that not a moment's time should be lost in setting about it. Accordingly, they immediately summoned the general council of war, which met on the 4th, on board the Boyne, in Port Royal harbour; at which were present, the two Admirals, General Wentworth, Brigadier-General Blakeney, and Governor Trelawney; when "Vice-Admiral Vernon having laid before the council of war the letter of intelligence he had received from General Wentworth, proposed going to sea immediately with part of the squadron, to lie off shore, and attempt intercepting the Spanish convoy with the forces, as a matter of the utmost consequence for securing the success of the expedition. The Vice-Admiral also represented, That going upon this attempt would not be a step out of the way, as making the land of Point Canoa or the Popa, are the general land-marks for falling in with to shape a course for Porto Bello." The council being of opinion, that it would be of great service to the enterprize, to use every means to induce the Spaniards to a belief that another attack on Carthagea was intended, unanimously approved of the Vice-Admiral's proposal, and of his proceeding with part of the squadron to cruize off Carthagea; leaving the command of the remainder to Sir Chaloner Ogle, with orders for his proceeding to sea with the transports and store-ships under his convoy as soon as they were ready to sail, and joining Admiral Venron.

Early the next morning, the Vice-Admiral in the Boyne, two sixty gun ships, the Fowey, and a fire ship, set sail from Port Royal, to proceed off Carthagea, expecting to meet some of his cruizers off that port; and, on the 6th, he was to be followed by the York. Vice-Admiral Vernon having left orders with Sir Chaloner Ogle, to conform himself to the resolution of the council of war, the Vice-Admiral got off Carthagea the 11th of March, but saw in that port only one unrigged ship: the same evening he was joined by the Greenwich and St Albans. The squadron were ordered to stand off and on during the night; but while on their stretch from the land, the Boyne sprung

sprung her main mast, by carrying too much sail upon it. By this unlucky accident, the Admiral was obliged, on the 12th, at night, to come to an anchor off the Great Bar with the squadron: Here he detached some ships to block up the harbour of Carthagena, and others to look out for Sir Chaloner Ogle with the troops from Jamaica. The damages of the *Boyne* being as well repaired as circumstances would admit of, the Vice-Admiral immediately joined his ships cruising before Carthagena. He still remained in doubt whether there was any truth in the intelligence received by General Wentworth: but, that he might have an opportunity of knowing this for a certainty, as well as to learn if the Spaniards were repairing their ruined forts, he availed himself of a few Spanish prisoners, taken by Captain Knight of the *St Albans*, to send a flag of truce, with a letter to the Governor of Carthagena, to propose an exchange for them. The officer sent on this business, perceived that the enemy were fortifying the bason before the town in the strongest manner, and, with the materials of their ruined works, erecting a large battery for heavy cannon at the *Pastilio*; the embrasures of one face whereof looked towards the entrance, the other towards *Taxar de Gracias*. No ships were in the harbour; and from the observations made by the officer, the Vice-Admiral was led to conjecture, that they had no intentions to repair their demolished castles. The Vice-Admiral's patience was quite exhausted in expectation of the General with the land forces: at last, on the 25th in the morning, he had the pleasure to discover the fleet coming in with the land, and he joined them in the afternoon. After a short conference with Sir Chaloner Ogle, and giving out some necessary orders, the Vice-Admiral made sail with the whole fleet towards evening, so as to have time for drawing them together at a proper hour, and for regulating what course they were to steer in the night.

The fleet consisted of eight sail of the line, (See Note 21.) with three fire-ships, and two hospital-ships. The transports were about forty sail, having on board near three thousand land-forces, and five hundred Negroes, raised by Governor *Trelawney*, who attended the expedition in rank of a colonel.

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The Vice-Admiral, determining to go into the harbour of Porto Bello in a line of battle, issued orders accordingly to the fleet, "That he and Sir Chaloner Ogle would lead their respective divisions. To prevent confusion, and give the ships room to work, they were to keep a full half mile's distance from each other. The captains were ordered to have all their ships in proper condition for action, in case the Spaniards should dispute their entrance. The fire-ships and hospital-ships were ordered to keep in the rear, and the transport-ships and store-ships to follow them in; again cautioning them, not to crowd one upon another." It is mentioned in another place, that at the request of General Wentworth, Lieutenant Lowther had been sent, on the 4th of February, with thirteen men, in the Triton sloop, under convoy of the Experiment, to procure the best intelligence along the coast, for facilitating the success of the expedition; who, on their return, were ordered to anchor off the Bastimentos, and wait the arrival of the fleet. As General Wentworth had proposed, in pursuance of the scheme laid down by Lieutenant Lowther, when the council of war first resolved on this expedition, that a detachment of six hundred men should land at Nombre de Dios, a little to the eastward of Porto Bello, the day before the fleet should get into the harbour; the Vice-Admiral detached the Montague, Captain Chambers, on the 26th, to look out for the Experiment and Triton; and acquainted the General, that if Captain Chambers found them, he would order that they should both go with the detachment of troops that had his orders for landing at Nombre de Dios; and that they should, to distinguish themselves, carry a jack at their main-top-gallant-mast head. At the same time he informed the General, that if they did not meet with the Experiment and Triton, the fleet must not remain at sea, but proceed directly to Porto Bello; adding, that he did not think the landing at Nombre de Dios was of any great consequence; because the party to be sent up the river Cascahall, had but six miles to march before they joined the other party at Taxa Buena, where the detachment from Nombre de Dios was to come. And as the armament could not be concealed, it plainly appeared to the Vice-Admiral, that if they missed of the Experiment and

Lieutenant Lowther at present, the shortest and most secret way of securing the pass at Taxa Buena, was to sail directly into the harbour of Porto Bello, and immediately send the troops up the river Cascahall. Of this he also informed the General, and told him he was making his dispositions for that purpose; and that he conceived there could be no occasion for calling a council of war, till they were quietly anchored in the harbour of Porto Bello.

On the 28th of March, the Vice-Admiral made the land to windward of the Bastimentos; but not finding the Experiment and Triton, and the wind enabling him to reach the harbour of Porto Bello, he made the signal for a line of battle; and, pushing for the harbour, the whole fleet happily came to an anchor there, before night. The Governor made no opposition, although he had three companies of Spanish soldiers, and two companies of Mulattoes and Negroes: He no sooner perceived the fleet, indeed, than he made all imaginable haste to leave the town, quitting it that night with the aforesaid companies of soldiers; the Mulattoes and Negroes taking their departure on the following morning.

The Vice-Admiral observing, on his first anchoring, that many of the inhabitants were flying from the town, dispatched an officer and interpreter, to desire they would continue peaceably in their possessions, and give themselves no unnecessary fears. On which the deputies from the magistracy and the town, came on board the Boyne, to desire protection for their persons, goods, and effects. When they were on board, the Vice-Admiral summoned the general council of war, who accordingly met; and unanimously agreed, "That it would be most for the good of the service, to have a detachment sent up the river Cascahall, the next day, for cutting off the communication between Porto Bello and Panama; to take possession of the customhouse, and to place a guard there." At the same time it was unanimously resolved to acquaint the deputies, "That the protection requested, should be granted, if they did nothing to forfeit it; and that the council expected the town to furnish mules at the common price, and cattle for the sick; and to return an account next morning, what number of mules they could

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"provide, when required." On the 29th, the deputies were acquainted with the resolution; and sent back, the same evening, highly pleased with the assurances that were given them.

As soon as the council of war was ended, the Vice-Admiral sent a detachment of fourscore soldiers, under the command of Captain Grant, to take possession of the customhouse, with orders, that, "after possessing themselves of the customhouse at the water-side, which the council of war looked upon as the property of the crown; to mount a guard there regularly, and not to suffer either the officers, or men, of his detachment, to go without the limits of his centries, unless they had his permission." He was strictly ordered, to guard against being surprized; and if he found any persons inhabiting the contidoria, to assign them a part of the house for their peaceable residence; directing him to act under these orders till he was relieved, and to leave his orders with the officers that should relieve him." The Vice-Admiral also issued orders to all the naval commanders, "inviolably to preserve the clergy, magistracy, and inhabitants of the town of Porto Bello, in the quiet and peaceable enjoyment of their persons and properties; and, for the more securely preserving the same to them, they were required and directed, not to suffer any of their boats to go on shore, without an officer whose conduct they could be answerable for: and not to continue on shore after sun-set; nor to go to Porto Bello without permission." The same evening, the Vice-Admiral received a visit from the clergy of the town, who all seemed in good humour, entertaining a firm reliance that they might depend on what had been promised them.

As the Vice-Admiral was going into the harbour of Porto Bello, the Experiment came out from under the Savanillo Keys, and joined him, with Lieutenant Lowther, and the guide he had procured.

Soon after the council of war was over, the Vice-Admiral was much surprized, when Governor Trelawney, who had been promoted to the rank of a Colonel, and acted in the expedition, took him aside, "To desire he would appoint a ship immediately, to return with him to Jamaica, so as that he might be in time to meet the Assembly, the General being

"designed not to proceed to Panama." The Vice-Admiral told him, that "as to proceeding to Panama, it depended on the council of war of land-officers; he knew nothing yet of their resolutions; and that matter being referred to them, he must remain uncertain respecting it, till their decision was regularly communicated to him."

On the 30th, the land-officers held a council of war, on board the Grafton; at which were present, General Wentworth, Colonel Frazer, Governor Trelawney, Colonel Leighton, Colonel Cope, Colonel Durore, and Colonel Martin. And, "The council having carefully weighed the present circumstances of the troops, the season of the year, the answers given them by Lieutenant Lowther, who declared he could not undertake the attack of Panama with any hopes of success; they were unanimously of opinion, that at this time, the projected attempt was not consistent with his Majesty's service, and should therefore be laid aside." This resolution was, in the afternoon, communicated to Vice-Admiral Vernon; who now saw the reasons for Governor Trelawney's request, in a clear point of view.

The Admiral, in his letter to the Duke of Newcastle, on the 31st, represented, that as the general council of war was composed of three land-officers, to two sea-officers, it would fully explain to his Grace, what he had mentioned in former letters, that he was but a cypher in the general council of war. All, therefore, that he could do for his Majesty's service was, to resolve to support, in the best manner he was able, whatever they should think proper to undertake; at the same time, lamenting his situation in being yoked with such a man as General Wentworth. That he should, nevertheless, have a faithful regard to the honour and interest of his Royal Master, in serving him to the best of his abilities, till he was relieved by his Majesty's orders; for which, under such circumstances, he ardently longed.

General Wentworth having desired the Vice-Admiral to assemble the general council of war, he accordingly made the signal, on the 31st; when the council met on board the Boyne, "and agreed to wood and water the ships, and return to Jamaica with the squadron and troops."

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On the 31st, at night, the Vice-Admiral received in writing, from General Wentworth, the land-officers' reasons for laying aside the attempt on Panama, which were; "*That*, from having consumed near three weeks on their voyage, which was usually made in eight days, the rainy season was come upon them; which might not only incommode them in their march, but, by the sudden rising of the rivers, might cut off their communication. *That*, from having, during their voyage, been lessened in their numbers nine hundred and thirty-five men (officers included) of those which embarked at Jamaica, either by death, sickness, or from several transports being separated from the fleet; and from the ships of war being unable to supply them with more than six hundred men, (being part of the one thousand four hundred and sixty-eight embarked on board them) their present numbers would fall nine hundred and sixty-eight short of three thousand effective men, required for the attempt on Panama. *That*, from the want of one of the ships with Negroes on board, their numbers were reduced so low, as to disable them from carrying a sufficient quantity of provisions. *That*, from an omission in executing one part of the scheme laid down for carrying on the enterprize, the governor of Porto Bello, with three companies of Spanish soldiers, and two of Mulattoes and Negroes, were retired to Panama: on the cutting off of whose retreat, their success in some measure depended, as the governor was an officer of merit, and a person in whom the Spaniards had great confidence. *That*, there was lately good intelligence, of a large reinforcement arrived at Panama from Lima, and of works being thrown up towards the land. *And*, for these reasons, they thought it was for the good of the service, to lay aside that enterprize, as impracticable."

When the Vice-Admiral became acquainted with the land-officers' reasons for abandoning the expedition, he was obliged to acquiesce; although it was his opinion, that less than fifteen hundred men would have been sufficient for the enterprize against Panama; which had been formerly taken, by Sir Henry Morgan, with five hundred Buccaneers, who marched over the isthmus,

isthmus, and made themselves masters of the town with little difficulty.

The Vice-Admiral suggested to General Wentworth, to send a detachment of troops up the river Cascahall, in boats, as a very likely means of intercepting the Governor of Porto Bello, and the companies of soldiers which fled with him. But as the land-officers had come to a resolution of abandoning the enterprize, the General declined the sending of the detachment. General Wentworth's change of opinion, in regard to the success of this expedition, proceeded entirely from the intelligence he received from Lieutenant Lowther; and it has since been known for a certainty, that the enemy were well prepared at Panama, at which place they had some ships, whose united force would more than have been a match for the Centurion. Admiral Pizarro, too, had arrived at Calao, although without his Squadron. On the 3d of April, the fleet and transports left Porto Bello, and returned to Jamaica.

Some vessels from that island having come to Porto Bello, to take the opportunity of trading there, under the protection of the fleet; the Vice-Admiral, knowing it to be for the mutual advantage of both nations to have a free intercourse of commerce with each other, issued an order to the Alcade and Corrigedore of that place, to the following purport: "To publish in the town, that a mutual intercourse of trade and commerce be freely exercised between the inhabitants and neighbours of Porto Bello, and the subjects of his Britannic Majesty, for the time they continued under the protection of the British arms, for the mutual advantage of each other, free from all duties, and exempted from all penalty whatsoever; strictly commanding every one, not to intermeddle, in giving the least interruption to it, at their peril." On the Vice-Admiral's return to Jamaica, he found Captain Herbert, of his Majesty's ship the Tyger, with one hundred and ninety of his officers and crew, on board a prize sloop and a schooner, he having had the misfortune to lose the Tyger on a cayo near the island of Tortuga. The crew were saved, together with most of the stores and provisions. They raised a sort of fortification on the cayo for their protection, on which they mounted about twenty of the Tyger's guns; and this served them in

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good stead, as the Spaniards sent a sixty gun ship, (El Fuerte) to endeavour to make them prisoners; but in trying this, she shared the same fate with the Tyger. After remaining on the cayo for the space of two months, they had the good fortune to make prize of a sloop with their boats. With her they afterwards took a schooner; and in these two vessels arrived at Jamaica, having first destroyed every thing they could not bring away with them.

The reader will remember, that when the army returned to Jamaica, from the ill-conducted enterprize against St Jago de Cuba, in the month of January, a council of war had resolved to send a detachment of two hundred soldiers to take and settle the island of Rattan, (See note 21.); but to this, General Wentworth would not, at that time, give his consent. This scheme was projected by Lieutenant Hodgson of the army; a gentleman who was well acquainted with the place, and the coasts adjacent. He had given in a memorial of his plan to Governor Trelawney; in which he clearly pointed out, how greatly the possession of that island would promote the British trade for logwood, as well as that carried on with the Spaniards at Guatimala, for cochineal and indigo. He proposed to go there himself, with one hundred soldiers; to be escorted by a ship of war; and to have power to bestow certain portions of land, as an encouragement to such soldiers and others as might be willing to settle there. When the design against Panama was relinquished, Admiral Vernon proposed to General Wentworth, before the fleet and army left the harbour of Porto Bello, to return to Jamaica, and put the scheme proposed by Lieutenant Hodgson, of settling the island of Rattan, in practice; and that if the General would detach one hundred of his American soldiers in this service, he would order a frigate to escort them thither, whose Captain should have instructions to afford them all the assistance in his power; to cruize off the place for their protection; and, after a certain time, to return to Jamaica, and bring accounts with what success the plan was attended; as also, whether those who were settled on the Mosquito shore, together with the logwood cutters in the Bay, approved of it, and were well inclined to go there, and give all the support they could to the settlement. General
Wentworth,

Wentworth, in answer, observed, that he thought it would be most adviseable to defer sending any soldiers, until their return to Jamaica; and that, in the mean time, Lieutenant Hodgson might be sent to learn how the enterprize would be relished by the logwood cutters and Mosquito Indians. This being agreed to, Lieutenant Hodgson was ordered to be supplied with 1500*l.* for procuring the assistance of the Mosquito Indians; and he likewise took with him a captain's commission for Mr Pitts, an Englishman, who was held in great esteem among the logwood cutters; and likewise blank commissions for three subalterns to act under him. They sailed the 2d of February for the Mosquito shore, in a small transport vessel, escorted by the Bonetta sloop of war, Captain Lea. Mr Hodgson met with every encouragement he wished, from Mr Pitts and the logwood cutters; and while the sloop of war returned to Jamaica with an account of his success, he employed himself in securing the friendship and assistance of the Mosquito Indians.

The Vice-Admiral was extremely desirous of employing the remainder of the campaign in some way or other that might tend to the benefit of the nation, and in some measure reimburse it for the immense expenditure of the public treasure which had hitherto been fruitlessly lavished away in expeditions to the West Indies. The abandoning of the design against Panama, was a measure much against his inclination; but he was overruled, and obliged to submit: And, as the Bonetta sloop of war had now returned to Jamaica with Lieutenant Hodgson's report, which proved as favourable as he could desire, he wished that no time might be lost in securing and settling the island of Rattan; which, in his opinion, might be made extremely advantageous to Great Britain. Governor Trelawney, he knew to be of the same opinion. And, as a council of war was to be assembled at Spanish-town on the 28th of June, he resolved to take that opportunity of endeavouring to convince them of its importance, and to get them to adopt the plan proposed by Lieutenant Hodgson. At this council of war, it was unanimously agreed, That there being reason to expect a war with France, preparations ought to be made, in that event, for proceeding to Petit Guave and Leo-

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gane, and endeavouring to destroy the French shipping and settlements there, which would be a most sensible blow to that nation, and contribute to the safety of Jamaica. Admiral Vernon then represented, that as the island of Rattan was furnished with a good harbour, and was situated between the Mosquito Indians and the Lagoons, where the British logwood cutters are principally employed, he thought that this island would be a much more commodious retreat for the logwood cutters, during the rainy season, than the Mosquito shore; by obtaining possession of which, the British nation might secure to themselves that valuable branch of trade: besides the prospect that it afforded, from its situation, of becoming the probable means of opening up new sources of traffic into the kingdom of Mexico itself. And as he believed it would be agreeable to the inclination and views of many officers and private men of the American regiment to go on this service, he proposed that a voluntary number of them should be sent to Rattan, with sufficient provisions for the space of six months, and to be furnished with cannon and stores, together with all necessary implements, for erecting fortifications for their defence: that they should have an engineer to direct and assist them; and also, that Governor Trelawney should give them assurance of a suitable property to every officer and soldier, who should continue in the pay and subsistence of the Crown, till they could effectually settle themselves in the lands hereafter to be made over to them. The council signified their approbation of this proposal; but General Wentworth thought, that so material a step ought to be deliberately considered, and digested into a proper method of execution; that a future meeting should determine it; and, in the mean time, that it would be proper to consult the inclinations of the Americans concerning this business.

Another council of war met on the 22d of July, when it was unanimously resolved, "That the convoy should proceed with the transports, in the execution of their first resolution on that head on the 28th of June last, for the settling of the island of Rattan, with all possible expedition." At this council, Vice-Admiral Vernon and Sir Chaloner Ogle recommended the establishment of a civil government at Rattan, in-

dependent of the military; and as Mr Pitts was likely to have most influence on the minds of the logwood cutters and settlers on the Mosquito shore, he might induce them to come there; with a view to which, they were of opinion, that he should be appointed chief civil magistrate, for determining all disputes that might happen among them concerning property.

Pursuant to these resolutions of the general council of war, a detachment of two hundred Americans, and fifty marines, under the command of Major Caulfield, with two engineers, and every thing necessary, were ordered to proceed to Rattan in five transports, under convoy of Captain Cusack in the *Litchfield*, and the *Bonetta* sloop. It being judged most proper to make the first settlement on the south side of the island, Captain Cusack was accordingly ordered to proceed to Port Royal harbour, which is a very commodious one, on the south side of the island of Rattan. The *Litchfield* was thought sufficient to defend the entrance of the harbour, the channel over the bar being very narrow; and there being no anchorage without the bar, nor water over it, for vessels of a larger draught than the *Litchfield*, Captain Cusack was therefore directed to moor his ship in the most proper situation for defending the place against any attempts by sea, and to dispatch the *Bonetta*, in thirty days, to Jamaica, with an account of the progress which had been made in the settlement.

On the 13th of August, the *Litchfield* and her convoy left Jamaica, and arrived at Rattan the 23d, where they were joined by Captain Pitts and several of the logwood cutters. The troops and settlers were landed immediately, and encamped. No time was lost; for all hands went to work, to build a town, and erect a fort on a small island at the entrance of the harbour, called Fort George; and another fort on the western side of the harbour, which they named Fort Frederick. For some time, every thing seemed to promise the greatest success; but, among the Americans were forty-seven papists, who entered into a conspiracy to render the scheme abortive, and who had infused the same mutinous disposition into some of their brother soldiers. On the 25th of December, they endeavoured to seize the fort, and to set fire to the huts; but the troops who continued loyal, being timeously reinforced with the

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the marines from the ships of war, they were defeated in a moment, and the ringleaders seized; the principal of whom was soon after shot, and the others severely flogged, by the sentence of a court-martial. After this, the settlement went on with all imaginable success.

At Jamaica, nothing was to be heard but the contests and increasing animosity between the Commanders in Chief of the fleet and of the army: nor was it alone confined to them; each had his partizans: and the contagion of discord even spread its baneful influence so far as to seize on Governor Trelawney and Sir Chaloner Ogle. The quarrel ran so very high, that the former of these gentlemen had the latter indicted for an assault in his own house, for which he was tried and found guilty. For this unhappy disagreement, Governor Trelawney laid the blame on Admiral Vernon. It would be difficult to say who was most to blame; great faults appearing on all sides; so that separation alone could restore that harmony so necessary for the conducting of public affairs. This was accomplished by the arrival of his Majesty's ship the Gibraltar, commanded by Captain Fowke, who brought orders for Admiral Vernon and General Wentworth to return home. The Vice-Admiral had been employed in getting the squadron ready for sea, as also in sending out ships to cruize in stations the most likely to obtain intelligence of the enemy's motions, for distressing their trade, and for the protection of our own. Councils of war were held, in order to concert measures for putting the island in the best posture of defence, and for having the fleet properly supplied with marines. This being done, the Vice-Admiral sailed for England in the Boyne: and shortly after, General Wentworth, and the remains of the army followed him, escorted by the *Defiance* and *Worcester*. Thus ended all our military exploits in the West Indies: the accounts of which, that were published, very justly exasperated the nation in general; for besides the disgrace that our arms had suffered, and the immense loss of men, very little had been done; and nothing was heard, but the mutual accusations of the two chief commanders against each other, which greatly lessened both in the eyes of the public.

PRIZES *taken in* NORTH AMERICA *and the* WEST INDIES

THE success of the cruising ships on the above mentioned stations, was very considerable. Captain Frankland of the *Rose* took a privateer, which mounted fourteen guns and six swivels, with one hundred and fifty men; recaptured a sloop the privateer had taken;—a privateer from the Havanna, of ten guns, sixteen swivels, and fifty-three men;—a Dutch vessel with Spanish effects, some money, and a large quantity of gun-powder: and, on the 4th of June, he fell in, among the Bahama islands, with a Spanish guarda costa of ten guns, ten swivels, and eighty men, in company with three prizes she had taken. The guarda costa and two of the prizes engaged the *Rose* for three hours, when the two prizes stood away; but the guarda costa continued the action an hour longer, when her crew, contrary to the orders of her Captain, hauled down her colours, and called for quarter. Captain Frankland took out her crew, put some of his people on board, and sent her in chase of one of the prizes. Coming up with her, she submitted without resistance. The *Rose* followed the other two prizes, and soon retook them; and Captain Frankland carried the guarda costa and the three prizes into Charlestown in South Carolina. The desperate battle fought by the guarda costa, is the less to be wondered at, when it is known that her Commander was the infamous Fandino, who treated Captain Jenkins with so much inhumanity, and who, no doubt, had every reason to expect a halter, if taken alive. Captain Long of the *Chester* took a French vessel, with a Spanish cargo: she had on board nine hundred and ninety-seven quintals of quicksilver, valued at 30,000 l. The *Tilbury*, Captain Dent, took a schooner, having a very rich cargo, and some money. The *Eltham*, Captain Edward Smith, took a register ship, valued at 40,000 l. Captain Lisle in the *Scarborough*, after an engagement of five hours, sunk a privateer of sixteen guns, and two hundred men, none of whom were saved: he also ran a sloop of force ashore on the island of Porto Rico, where she was wrecked. Captain Warren in the *Launceston*, took a Spanish ship from La Vera Cruz to Cadiz, valued at 30,000 l. The

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George, and the Joseph and Mary, privateers belonging to Philadelphia, commanded by Captains Sibbald and Dowel, being on a cruize together on the 18th of November, near Baracoa, fell in with a Spanish register ship and a settee, both of which they took, without the loss of a man, after an action of some hours, in which the enemy had sixteen men killed, and twenty-one wounded: the Captain of the register ship was among the former, and fell at the first broadside. The ship was valued at 33,000 l., besides private trade: the settee was an advice-boat from Cadiz, bound for the Havanna and La Vera Cruz, and had on board two hundred tons of quicksilver, and other articles, valued at 12,000 l.

The Court of Madrid having resolved to reinforce their garrisons on the Spanish Main, embarked the Almanza regiment of dragoons, commanded by Colonel Don Alonzo de Arcos y Morena, consisting of five hundred and twenty men, and the same number of infantry, being a battalion of the regiment of Portugal, commanded by Don Francisco Villavicencio. They were ordered to Carthagena, where it was apprehended the British would make another attack. The troops were put on board the following ships, belonging to the Royal Caracca Company, viz. El Coro, and the St Ignatio, of sixty guns each, but which, on this occasion, mounted only forty; the St Sebastian and St Joachim, of thirty guns each, and St Antonio of twelve guns. Don Joachim de Miranda, the new Governor of Carthagena, embarked on board the El Coro; and from the quantity of rich merchandize shipped, this was supposed the most valuable fleet that ever sailed from Cadiz; which port they left on the 12th of February, and were soon after overtaken by a terrible storm. The St Ignatio was wrecked on the shoals of Anegada, one of the Caribbee islands; and there the Commandant of the regiment of Portugal, several officers, and one hundred and fifty men were drowned: the St Antonio was never heard of. The other three ships of this fleet joined company again; made prize of an American vessel; and, on the 12th of April, when off the Virgin islands, fell in with the Eltham of forty, and Lively of twenty guns, two British ships of war, commanded by Captains Smith and Stuart, who gave chase to the Spaniards, came up with them, and began a very warm battle.

The

The Spanish Commodore signified his desire to surrender several times, but was always prevented by an Irish officer of the land forces on board. After a severe conflict of some hours, night put an end to the engagement, otherwise all the three ships must have been taken; for the Spaniards were so very much damaged, that it was with the utmost difficulty they got into Porto Rico three days afterwards, having had between six and seven hundred men killed and wounded: among the former was the Governor of Carthagena. The loss of men in the British ships was inconsiderable; but their rigging had suffered so much, that they could not prevent the enemy from escaping in the night. The Spaniards learning, on their arrival at Porto Rico, that Carthagena had got a reinforcement of troops, it was determined to send such of the two regiments as had arrived there to Cuba. They accordingly put them into small vessels, and landed them at Baracoa: they were escorted by the *El Coro* and the *St Joachim*; and all got safe to port, except one vessel, which was taken by the *Seahorse* ship of war, Captain Durell, near the island of Tortuga. He made prisoners the Colonel of the regiment of dragoons, some other officers, and about sixty soldiers and sailors. As the *Seahorse* was coming up with the vessel, a major, two other officers, and about thirty men, endeavoured to reach the island in a boat; but the boat overfet, and they were all drowned, except ten, whom the boats from the *Seahorse* saved. Captain Ward, in the *Sheerness* ship of war, took, on a cruise off Crooked Island, a Spanish fettee, bound from Cadiz for La Vera Cruz, having on board twenty tons of quicksilver, and other rich goods, to the amount of 20,000 l.

The *Tilbury*, of sixty guns, commanded by Captain Laurence, being on a cruise off the island of Hispaniola, on the 22d of September, was unfortunately consumed by fire, by the following accident: A marine snatching a bottle of rum, which the purser's boy had in his hand in the cockpit, together with a lighted candle, swore he would have a dram out of it: the boy refusing, a struggle ensued, in which the bottle fell and broke, and the lighted candle falling into the rum, set it on fire, which communicating to other rum in the purser's cabin, the conflagration soon became formidable, and baffled all attempts

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attempts to extinguish it. The gun-powder was all thrown over board, and every means used to save the ship, but in vain. The captain, and the greatest part of the officers and crew, were saved by the *Defiance* ship of war, Captain Hore, and a sloop belonging to Jamaica, who were in company; but the boatswain, gunner, an officer of marines, and upwards of one hundred men, were lost with the ship.

NORTH AMERICA.

In the preceding year, a voyage was set on foot to determine on the practicability of a passage by the northern part of America, to China and Japan. No attempt of this sort had been made for several years before; and it was now recommended to the Admiralty, by Arthur Dobbs, Esq; who, having been long in the service of the Hudson's Bay Company, was supposed, from his residence at the Bay, to have acquired considerable knowledge of the country. He therefore prevailed with their Lordships, to cause another attempt to be made, to explore the northern coasts of America; and, if possible, to find the supposed passage. The public was to be at the expence of the enterprize; two of his Majesty's sloops of war were ordered on this service; the command and direction of which, was given to Captain Christopher Middleton, who had been many years a commander of one of the Hudson's Bay Company's ships. The Board of Admiralty, on the supposition of finding the passage, gave him instructions to the following import:—

“In places where you meet with inhabitants, make purchases with their consent, and take possession of convenient situations in the country, in the name of his Majesty of Great Britain; but where there are no inhabitants, you must take possession, by setting up proper inscriptions, as first discoverers and possessors. If, in your passage, you meet with any ships trading to the western countries, eastward of Japan, or any Japanese ships, and you apprehend any danger from them, arising either from their force or number, you are then

“to

“to proceed no farther on the discovery, but immediately to return, that ships of sufficient force may be sent out next season, to begin a trade, or make a settlement, without any apprehension of disturbance from any powerful nations on that side, lest any accident should prevent your return, and discourage any farther attempts to be made in future. If you should arrive at California, without any apprehension of danger, and chuse to winter in twenty-two degrees, (where Caxton is said to have found a civilized nation, and a good harbour), or else more southerly, then endeavour to meet Captain Anson, in the month of December, before the arrival of the Manilla or Acapulco ship at Cape St Lucas, the southern cape of California; and leave a copy of your journal with him, lest any accident should happen to you on your return, and so the discovery be lost, and that it might prevent ships being sent out to your relief, in case of shipwreck.

“Given under our hands, the 20th day of May, 1741.

“CHARLES WAGER.

“THOS. FRANKLAND.

“GLENORCHY.”

Captain Middleton proceeded on his voyage, in 1741, entered Hudson's Bay, and passed the winter of that year, at one of the Company's forts on Churchill river. As soon as the seas became navigable, in 1742, he sailed from that place, and proceeded as far north as sixty-six degrees and a half, into a considerable inlet or river, which he named Wager River. After using all his endeavours to find a passage to the Great Pacific Ocean, he was convinced that the scheme was chimerical; and this year returned to England. Mr Dobbs, the projector of this enterprize, was so sanguine in his expectations, that he laid the whole blame of its miscarriage on Captain Middleton; and, with many, his reasonings had too much weight; for this expert navigator deserved a more generous treatment than he met with. Mr Dobbs has since been found in the wrong, and his schemes merely imaginary. This was generally believed by those

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those most skilled in nautical matters; but is now confirmed by the recent voyage of the celebrated Captain Cook.

The Spaniards, about this time, made a powerful invasion upon the infant colony of Georgia. This armament was commanded by Don Marinel de Monteano, the governor of St Augustin: he had several large frigates, and his whole fleet consisted of thirty-six sail of ships, from which he landed, at St Simon's, near four thousand men. This done, he began his march against Frederica. General Oglethorpe was compelled to retire before so great a force; but took the wisest precautions for securing the colony, and distressing the enemy. Although he had but a handful of men, yet such was his activity and resolution, that the Spaniards made but little progress in their enterprize; and he so harassed them night and day, that after having had two large detachments defeated, they were glad to retreat, and find shelter on board of their ships.

MEDITERRANEAN.

By reason of the clamours of the merchants, a strong reinforcement had been sent to Admiral Haddock, in the Mediterranean, under the command of Commodore Lestock. The health of the former soon obliged him to return to England. On his departure, the command of the squadron devolved on Mr Lestock, now Rear-Admiral of the White. (See Note 22.) He lost no time in getting his ships ready for sea, and proceeded with them off Toulon, to watch the motions of the Spanish squadron in that port. He stationed cruizers so judiciously off the coasts of Spain and Italy, that the enemy's intended embarkation of troops was obliged to be postponed. Some prizes were made, and one pursued and burnt in sight of the Spanish fleet. Don Philip was to have proceeded in the royal galleys of Spain, from Antibes to Italy; but the activity of the British squadron obliged him to defer the voyage.

On the change of the Ministry, Vice-Admiral Matthews was appointed to the command of his Majesty's fleet in the Mediterranean; and, at the same time, invested with the character of Ambassador Extraordinary and Plenipotentiary to

the King of Sardinia, and to the other princes and states of Italy. Few men could boast of better characters in the navy, than Admirals Matthews and Lestock; but, unfortunately for the nation, they bore each other a most rancorous hatred: insomuch, than when Admiral Matthews accepted of this command, he made it a conditional point, that Rear-Admiral Lestock should be speedily recalled: unluckily, this had been either forgot or misunderstood. The Vice-Admiral was dispatched in the *Namur*, with three other ships of the line, and arrived at Villa Franca, the 27th of May. (See Note 23.) There he found the Rear-Admiral with part of the fleet. From this day their unhappy quarrel was revived. To do Mr Lestock all manner of justice, the fault on this occasion does not seem to be his; for, on perceiving the *Namur* off the port, he got into his barge, in order to meet the Vice-Admiral, and to compliment him on his safe arrival. To this piece of civility, he met with a most unsuitable return; and although he had just saluted the Vice-Admiral, not only with guns from his own ship, but of all the rest of the ships of war at Villa Franca, no sooner had he come into his presence, than he reprimanded him, by saying, "He was surprized, that as Mr Lestock had been so long in the service, he had neglected to comply with the instructions given to him, by neither writing, nor sending a frigate down to Gibraltar." To which the Rear-Admiral returned for answer, that he had done both; and that if Mr Matthews had not received his letters, nor met with the frigate, he was not to blame. Such rude behaviour from the Vice-Admiral, and that too, in presence of several Sardinian officers of rank, could not fail of greatly provoking Mr Lestock. From this their first interview, their future conduct might easily have been predicted. Whilst Vice-Admiral Matthews continued at Villa Franca, Rear-Admiral Lestock was dispatched with the greatest part of the fleet to the road of Heires, about nine miles to the eastward of Toulon, a most eligible station to watch the motions of the Spanish squadron in that harbour. Our cruizers were extremely alert.

In June, the five royal galleys of Spain, which were to have escorted Don Philip with a second embarkation of troops to Italy, ventured to leave their asylum; and, loaded with am-

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munition and provisions for the Spanish army, they thought to be able to creep along shore: but being descried by our ships, and pursued, they took shelter in the small port of St Tropes, a town belonging to France. The gallies drew up along-side of each other, and, had they trusted solely to the neutrality of the port, would have been safe; but this they violated, by firing on his Majesty's ship the Kingston, commanded by Captain Richard Norris, who, with the Oxford, and Duke fireship, were sent by the Vice-Admiral to block them up there. On this, Captain Norris ordered Captain Callis to run in with the Duke, and burn the gallies; the Kingston and Oxford protecting and covering the fireship as she advanced towards the mouth of the harbour. This service Captain Callis performed in so effectual a manner, that his Majesty ordered him to be made a Post-Captain, and presented him with a gold medal and chain, in token of his approbation of the courage and conduct he had shown on this occasion.

Some of the enemy's ships, with provisions and stores for the Spanish army in Italy, were chased into the works of Palamos and Mataro, on the coast of Catalonia. These places suffered severely from this circumstance; as, the commander of the squadron cruising off that coast, in order to destroy the vessels that had taken shelter there, bombarded both. On such occasions, the unfortunate inhabitants, who have no concern in national quarrels, are much to be pitied; and that generous humanity which characterises British officers, must be sensibly affected, when such strong measures become a necessary part of their duty.

We come now to relate a transaction of very great importance; a transaction which, small as it may appear to some, it is yet generally believed, has been the source of two bloody and expensive wars between Spain and Great Britain. His Sicilian Majesty having entered fully into the views of the Spanish Court, had marched a large body of his troops to the assistance of his brother Don Philip. To prevent so powerful a reinforcement from joining the Spanish army, was deemed the most effectual way of serving our ally the Queen of Hungary. In order to accomplish this point, Admiral Matthews detached Commodore Martin with a small squadron, accompanied with three bomb-ketches (See Note 23.) to Naples, with orders to the

Commodore, to endeavour to persuade his Sicilian Majesty to withdraw his troops from the Spanish army, and to sign a declaration of neutrality during the present war. In case of a refusal to these demands, the Commodore was ordered to lay his Majesty's capital in ashes! The squadron arrived in the Bay of Naples, on the 19th of August, and came to an anchor in a line before the city. When the intention of this visit became known, the consternation into which Naples was thrown, is not to be described; for the Neapolitans had a greater dread of the British thunder, than of the most furious irruption of their neighbour, Mount Vesuvius: well knowing, that the intercessions of St Januarius could have no influence to assuage the fury of the former, whatever he might do with the latter.

Before the squadron came to an anchor, Mr Allen, the British Consul at Naples, went on board the Commodore, by desire of the Duke de Monteleone, his Sicilian Majesty's Minister, to know whether the squadron came as friends or enemies, the appearance seeming, as he said, hostile; but that his Sicilian Majesty would be glad to receive them as friends, desiring nothing so much as the amity of his Britannic Majesty. Mr Allen having communicated this to Commodore Martin, he was then informed, what was the intent of the squadron being sent thither; and that he had in charge, a message from Admiral Matthews, to be delivered in the King's name, to his Sicilian Majesty, the purport of which was: "That his Britannic Majesty being in alliance with the Queen of Hungary and the King of Sardinia; and the King of the Two Sicilies having joined his forces with those of Spain, in declared war with England, to invade the Queen of Hungary's dominions, contrary to all treaties; he, the Commodore, was sent to demand, that his Sicilian Majesty do forthwith withdraw his troops from acting in conjunction with those of Spain; and that his Majesty should promise not to give them any further assistance of any kind whatever." Captain de l'Angle was charged with this message; and the Commodore desired the Consul to accompany the Captain as his interpreter.

They were landed, and went to the Secretary's office at five o'clock. The King was then at church, and was not to return till six. The Duke of Monteleone received the mes-

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sage, and told them, that, when the King returned, he would give the answer. Accordingly, at eight o'clock, the Duke of Montecallegre came down from the King in council, and told them, the demand would be complied with, and in writing, as required. But he desired to have some answer, also in writing, importing, That, on compliance with the requisitions made by the British Commodore, no hostilities should be committed on their side. They then returned on board with General Bourk, who was sent from his Sicilian Majesty, to endeavour to persuade the Commodore to acquiesce with this request. But he answered, that his orders were absolute, and did not authorise him to do so; and that he expected a compliance in half an hour's time, or, at farthest, an hour, after the Consul and Captain's being sent on shore. The Duke of Montecallegre then desired that he might insert in his letter, "That, upon the Consul and Captain's assurances, by word of mouth, that no hostilities should be committed, his Sicilian Majesty did promise," &c. Captain de l'Angle desired the Consul to tell the Duke, that he apprehended the Commodore would not agree to that condition. Upon which the Duke desired the Consul to assure the Commodore, that, if he objected to it, it should be left out; and that the substance of the letter being fully what was required, he hoped it would be sufficient for the present. It was two hours past midnight when the Consul returned on board; and the Commodore was so far satisfied, as to promise he would not commence any hostilities, upon the assurances given him by the Consul, that any thing he objected to in the form would be altered. And, accordingly, in the morning, another letter was wrote in the exact words required: and upon receipt of it, the Commodore ordered his squadron to prepare for sea; and he sailed in the forenoon of the 21st.

The following is a translation of the letter to Captain William Martin, commander of the English squadron.

"SIR,

Naples, August 20th 1742, N. S.

"THE King had already resolved, and given orders, that his troops, which are joined with those of Spain, should withdraw, in order to the defence of his own dominions. His Majesty commands me to promise you, in his name, that he will forth-

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“with repeat his orders, that his troops, withdrawing from the
 “Romagna, where they are at present, shall immediately return
 “into this kingdom; and that he will not, in any manner what-
 “soever, either aid or assist those of Spain any more in the pre-
 “sent war in Italy.

“*The Marquis of Salas.*

“*Duke of Montecallegre.*”

His Sicilian Majesty could not but feel, in the most sensible manner, the humiliating terms he was compelled to submit to, and that too in the capital of his own dominions, which rendered those terms still more irksome, and lessened his consequence among the European powers. No wonder then, when he became King of Spain, that he should have remembered the unwelcome visit paid him by Commodore Martin, and have used all the means in his power to ruin the naval superiority of Great Britain.

Commodore Martin was soon after sent on another expedition. The Vice-Admiral having received intelligence, while he lay in Heires road, that the Genoese had got together some considerable magazines at Alassa, a town belonging to the Republic, about thirty miles N. E. of Nice, which magazines were designed for the use of the Spaniards; he detached the Commodore with a small squadron to Alassa, at which place he arrived September 1st, and sent a party on shore to search for the magazines, which they found, consisting of a large quantity of corn and flour, and two hundred and fifty quintals of straw, all of which they set on fire, and destroyed entirely.

Lord Forrester, Captain of his Majesty's ship the *Leopard*, being on a cruise off Cadiz, took a Spanish vessel steering for that port, of two hundred tons burden, laden with logwood, cochineal and cocoa, with several other sorts of dyes, Canary wines, and four camels that had been sent as a present for his Sicilian Majesty, of very great value; together with piastres to a considerable amount. There was a bishop, a priest, a Spanish general, and other Spanish officers passengers in this ship.

TRANSACTIONS AT AND NEAR HOME.

The Earl of Northesk, commander of his Majesty's ship the *Loo*, being on a cruise off Cape Finisterre, received intelligence

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gence of a small privateer being at Porto Nuovo. He immediately went in quest of her, and entered that port on the 13th of June; but the enemy discovering him, the privateer moved higher up the river, where the Loo had not sufficient depth of water to follow her; and it falling calm, his Lordship was obliged to come to an anchor, close to the towns of Porto Nuovo and St Jago. Some guns being fired at him from the first of these places, he was obliged to fire a few shot into the town; and, landing his marines, they dismounted four guns, and destroyed the battery. A breeze springing up, his Lordship proceeded on his cruize, where, on the 7th of July, he fell in with his Majesty's ship the Deal Castle, commanded by Captain Elton, from whom he received an account that the enemy had some vessels at Vigo. They proceeded together for that place, ran up the river, and anchored before the town, where they made prize of four vessels. The Spaniards very foolishly kept up a fire of musquetry from the town, whilst the sailors were performing this duty; which obliged Lord Northesk to order the ships to fire a few broadsides, by which several persons were killed, and the houses much damaged. The ships returned to their cruize; and Lord Northesk receiving an account that the privateer was still at Porto Nuovo, came to an anchor under the island of Blydones, where he put two six pounders and sixty men into one of the prizes he had taken at Vigo; and giving the command of her to one of his lieutenants, sent her in pursuit of the privateer. He could not find her; but, on his way back to the ship, he took a small vessel.

Lord Banff, commander of his Majesty's ship the Hastings, took the Nostra Signora del Assumption, a very valuable outward bound Spanish register ship; also a privateer of twenty-four guns, which he was obliged to sink, not being able to spare a sufficient number of men to navigate her, to guard his prisoners, and to work his own ship.

Lord Forrester, commander of his Majesty's ship the Leopard, took a Spanish ship of considerable value, mounting twenty-four guns. The Honourable George Dawney, Captain of the Biddeford, took the Santa Familia privateer of St Sebastians, of fourteen carriage guns, twelve swivels, and one hundred and twenty-six men, who were mostly French, ten of whom

whom were killed in the action: The Biddeford had only one man killed. Captain Dawney also took the St Antonia privateer of sixteen guns, ten swivels, and ninety-six men. Captain Warren of the Launceston, and the Honourable Captain Henry Aylmer of the Portmahon, took a privateer of fourteen guns, and one hundred and forty men; and retook five prizes, which she had taken, and was conveying into St. Andrew. Captain Holburn of the Dolphin, took a privateer of eighteen guns, and one hundred and two men. Captain Pritchard of the Lyme, took a privateer of St. Sebastians, of twelve guns, and one hundred and ten men, three days after she left the above port, and before she had taken any prize. Captain Rogers of the Bridgewater, took the Santa la Rita, *alias* Neptune, no privateer, of eighteen guns, and one hundred and forty men.

On the 27th of December, the Pulteney privateer, a large brigantine of sixteen carriage guns, twenty-six swivels, and one hundred and forty-two men, commanded by Captain James Purcell, was returning to Gibraltar from a cruise in the mouth of the Straits. As she was standing in for the bay from the west, with little or no wind, she was seen from Old Gibraltar, from whence two large Spanish zebeques, each carrying twelve carriage guns, a great number of patteraroes and musketoons, and one hundred and twenty men, were sent out to make prize of her. Considering the Pulteney as an easy prey, they made all possible expedition with their oars, and soon came up with her, a little to the east of Europa Point, and almost within reach of the cannon there. The garrison of Gibraltar looked on with regret, as, from the great superiority of the enemy, they thought the Pulteney could not escape being taken; but the brave Captain Purcell resolved to defend himself to the last extremity; and he prepared for an obstinate resistance. After a few single guns, the Spaniards came near, and, having hailed the vessel and her commander by name, entreated the Captain to strike, and by that means preserve the lives of his men, otherwise to expect no quarter. These threats were answered from the mouths of his guns; on which the Spaniards attempted to board the Pulteney, but were repulsed with considerable loss. They made two more attempts

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of the same sort; but Captain Purcell reserving the fire of half his broadside till they came quite close, they durst not venture to board him; yet, as they exposed themselves very much in this last attempt, their loss was so very great, that they were obliged to take to their oars, and make off towards Malaga. The vessel was greatly damaged; and they had one hundred men killed. The engagement lasted one hour and three quarters. The Pulteney had but one man killed, and five dangerously wounded. So trifling a loss is very extraordinary, considering the sails and rigging were cut to pieces, and every man on board had his clothes shot through. Several of the enemy's nine pounders went through the masts and hull. Boats were sent off from Gibraltar, which towed the Pulteney safe into the Mole: and the garrison had such a high sense of the merit of this action, that the Governor, officers, and the principal inhabitants of the place, contributed together, and bought a handsome piece of plate, on which they had a proper inscription engraven, and presented it to Captain Purcell; giving, at the same time, a genteel reward to the sailors for their bravery.

These were the principal actions which distinguished the year 1742. The Ministry, at the close of it, settled a cartel with Spain, by which a number of our seamen were released from close confinement in loathsome gaols. Many complaints having been rumoured abroad, of the ill treatment the seamen received from their commanding officers, to the great prejudice of the service; Administration resolved to do the sailors all manner of justice; and declared, that no rank or connections, however great, should screen or protect any person who should be found guilty of such conduct. Accordingly, complaints having been made to the Admiralty against Captain Fanshaw of the Phoenix, and Sir Yelverton Peyton of the Hector, they were ordered to be tried by a court-martial in June, on board the St George, of which Admiral Cavendish was President. The former was sentenced to be mulcted of six months pay, for the use of the Chest of Chatham, a fund established in the year 1588 for the relief and support of wounded seamen; and the latter was sentenced to be dismissed from the service, and to be rendered incapable of ever serving in the Royal Navy again. In August, the same Admiral sat

as President on the trial of the Honourable Captain William Hervey, commander of his Majesty's ship the *Superb*, accused of ill treatment towards his officers, and of particular cruelty to his men. Captain Hervey having complained against John Hardy, his first Lieutenant, he was also tried by the same court-martial. Captain Hervey was found guilty, and sentenced to be cashiered. Mr Hardy was most honourably acquitted.

Besides the loss of his Majesty's ships *Tyger* and *Tilbury*, the *Gloucester* of fifty guns, (one of Commodore Anson's ships), was lost in the South Sea; and the *Drake*, *Grampus*, and *Saltash* sloops of war, were lost in Europe.

The captures, in the course of this year, were as follows:

Spanish ships taken in America, 36—In Europe, 90—Tot. 126.
British ships taken in ditto, - 21—In ditto, - 109—Tot. 130.

Included in the above, are the prizes taken by Commodore Anson in the South Seas. Many of the Spanish prizes being of great value, the balance was at least 30,000 l. in favour of Great Britain, independent of the losses the enemy sustained at *Paita* and *Chagre*.

On the 16th of November the Parliament met; and, from the King's speech, it could be easily foreseen, that a Continental war, in support of the House of Austria, was the favourite measure with Administration: The war with Spain seemed to be only a secondary motive. The fleet in the Mediterranean, said his Majesty, had, by its operations, greatly contributed to stop the ambitious designs of the Court of Spain in Italy.

This speech was far from being well received by the nation; and, in the course of the session, the Ministry were most warmly attacked for their apostasy: who, with almost unequalled effrontery, were not ashamed to adopt measures, and maintain doctrines, which they had before execrated with the keenest asperity of language. In the course of the session, they voted forty thousand seamen for the service of the year 1743, and eleven thousand five hundred and fifty marines; 188,558 l. 15 s. 5 d. for the ordinary of the navy; and 10,000 l. for the support of Greenwich Hospital. The whole of the grants during this session amounted to 5,912,483 l. 12 s. 3 d.

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A great number of ships were kept in commission, and fleets and single ships sent out to cruize; yet so miserably were our naval matters conducted, that the enemy's fleets, with immense quantities of treasure and plate on board, from the West Indies and South America, arrived safe in Spain. Whether this was owing to want of proper information in Administration, or to the fleets being injudiciously stationed, the Public has not yet been informed.

1743.

On the 9th August this year, his Majesty was pleased to make the following naval promotions, viz. Sir John Norris, knight, Admiral and Commander in Chief of the Fleet, and Vice-Admiral of England; Sir John Balchen, Admiral of the White; Thomas Matthews, Esq; Admiral of the Blue; Edward Vernon, Esq; Vice-Admiral of the Red; Nicholas Haddock, Esq; Vice-Admiral of the White; Sir Chaloner Ogle, knight, Vice-Admiral of the Blue; James Stewart, Esq; Rear-Admiral of the Red; Richard Lestock, Esq; Rear-Admiral of the White; and Sir Charles Hardy, knight, Rear-Admiral of the Blue. And, on the 22d of December the same year, Thomas Davers, Esq; and the Honourable George Clinton, were promoted to be Rear-Admirals of the Red; William Rowley, Esq; Rear-Admiral of the White; and William Martin, Esq; Rear-Admiral of the Blue.

WEST INDIES.—JAMAICA.

On the return of Vice Admiral Vernon to England, the command of the squadron stationed here, devolved on Rear-Admiral Sir Chaloner Ogle: and it having been represented to him, that the Spanish settlements at La Guira and Port Cavallo, on the Caracca coast, were in a defenceless state, and might be easily reduced by a squadron of ships; he detached Captain Knowles, with two ships of seventy, three of fifty, and one of twenty guns, and some sloops of war, with directions to repair to Antigua; to procure there such ships of war as

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could

could be spared from the protection of the islands and their trade; and then to proceed and attack the above mentioned places. He obtained some ships at Antigua, and a detachment of near four hundred men from Dalzell's regiment; and on the 12th of February, proceeded to the Caracca coast, (See Note 25.)

So little care had been taken to conceal the destination of this armament, that the Governor of the Caraccas had near two months previous notice of our intentions; and exerted himself, during that time, in taking every precaution in his power to render the places entrusted to his care as strong as possible. The old fortifications were repaired, and new ones added; while the garrisons were augmented by the militia, and a large body of Mulattoes and Negroes. Lest his stores should not prove sufficient, he prevailed on the Governor of the Dutch island of Curacoa, in his neighbourhood, to sell him a considerable quantity of ammunition. This proceeding of the Governor was contrary to the advice of his council.

On the 18th of February, Commodore Knowles arrived with his squadron off La Guira, and lost no time in beginning his operations. Captain Lushington in the Burford led the van, and began the attack about noon. In an hour's time, all the ships had come to an anchor, and were warmly engaged. The enemy behaved extremely well, and kept up a well-directed fire against our ships; several of which being in great danger from the red-hot balls fired by the enemy, together with an excessive swell of the sea, which kept the ships at least a mile's distance from the batteries, were circumstances that prevented our shot from having a proper effect on the enemy's fortifications; notwithstanding which, however, several of their batteries were so much damaged, that their fire was greatly slackened. The houses and churches were reduced almost to ruins. There being three ships in the harbour, the Commodore sent the boats manned and armed to take or burn them; but from not clearly understanding the orders, they fell into confusion, and returned, without putting their design in execution. Between three and four o'clock, our people had the greatest prospect of success, as the enemy only fired now and then a gun; but they were so fortunate as to cut the Burford's cable; which ship being greatly damaged in

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1743. masts and rigging, with many shot between wind and water, she fell out of the line, and, driving on board the Norwich, obliged her and the Eltham to quit the line also. By the force of the current, all three drove a great way to leeward. This disaster gave the enemy fresh spirits: they returned to their batteries, and renewed the fire on the remaining ships which continued the attack, and with greater hopes of repelling the assailants. One of our shells had fallen into a large battery on the side of the hill, which setting fire to the magazine there, it blew up with a great explosion. Night coming on, the firing on both sides ceased; our ships being very considerably damaged, drew off; and next morning the Commodore collected his shattered squadron, and proceeded to Curacoa to refit. In this action, we had one lieutenant and ninety-two men killed, with three hundred and eight wounded: of this last number was Captain Lushington of the Burford, who had his thigh shot off, and who died a few hours after he was landed at Curacoa, universally lamented. The Suffolk received one hundred and forty-six shot, and was otherwise greatly damaged, as was the Burford, Advice, Assistance and Eltham. The enemy did not escape without damage: the town was almost reduced to a heap of rubbish; their fortifications greatly injured; and they had seven hundred men killed and wounded.

The squadron being refitted, and the Commodore having received a reinforcement of Dutch volunteers, who thought they had been injured by the Spaniards, he resolved to make an attack on Port Cavallo, notwithstanding he very well knew that the enemy were fully prepared to receive him. He sailed from Curacoa, March 20th; and although the distance is very short, yet, from the strong lee current, it was the 15th of April before he came to an anchor under the Keys of Barbater, a little to the eastward of Port Cavallo. (See Note 26.)

On reconnoitring the place, he found that the Spaniards had twelve of their smallest ships and three gallies hauled to the uppermost part of the harbour, out of gun-shot, with a ship of sixty, and another of forty guns moored close over to the north shore. One ship was laid across the channel in the mouth of the harbour, ready to be sunk, with a chain from the castle to the stern, and another from her head to the main, where

had

had lately been erected three fascine batteries of considerable length. On a low point, called Ponta Brava, were two more batteries, one of twelve, the other of seven guns. The Commodore perceiving that they could be flanked, thought it would be no difficult matter to make himself master of the batteries, and to turn their guns against the castle.

A council of war was held that morning, to consider of the best plan of attack; when it was agreed to send in two ships to cannonade the batteries that afternoon, and, when silenced, to land the volunteers, the soldiers of Dalzell's regiment, all the marines, and four hundred sailors, to take possession of them; the whole to be commanded by Major Lucas, of Dalzell's regiment. Their retreat, in case of a repulse, was secured by the Assistance ship of war, lying within pistol-shot of the shore. The Lively and Eltham were sent in to cannonade the batteries, which, about sun-set, were silenced; and when it became dark, the firing ceased on both sides. The forces who were to act on shore, consisting of near twelve hundred men, were landed; and as they advanced along the beach, the Commodore accompanied them in his boat. About eleven, the van seized one of the batteries; but the Spanish centinel firing his musquet, alarmed the garrisons of the castle, and other batteries; and two guns being fired from one of the latter, the whole detachment were thrown into confusion: they fired on each other, and were so panic-struck, that they threw down their muskets, and fled with the utmost precipitation to the beach; nor did they recover from this shameful fright till they found themselves on board the ships.

This affair was a great disappointment to the Commodore, who, had the forces behaved in a proper manner, looked on success as certain. He resolved, however, not to abandon the enterprize, without making another effort; and, calling a council of war on the 21st, it was there determined to make a general attack on the place with the ships.

In pursuance of this resolution, on the 24th, in the forenoon, a small breeze springing up, the Commodore made the signal to weigh, and the squadron proceeded to the attack in the following order: The Assistance, Burford, Suffolk and Norwich to batter the castle; and the Scarborough, Lively,

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Lively, and Eltham to cannonade the two fascine batteries. The firing began about eleven; but Captain Gregory of the Norwich not coming to close action, the Commodore sent Captain Henry Steuart to take the command of that ship, who shewed himself worthy of this honour, by nobly seconding the Commodore's efforts. The enemy's fire, by the close of the day, was greatly slackened; many of their embrasures were beat into one; several of their guns dismounted; and the fascine batteries silenced. When it became dark, however, they renewed their fire, and greatly damaged the ships; some of which had nearly expended all their ammunition, while all of them were greatly damaged in their hulls, masts and rigging. A little after nine o'clock, the Commodore made the signal to cut, and retired out of reach of the enemy's guns. In this attack, we had two hundred men killed and wounded. During the action, the enemy sunk the ship at the mouth of the harbour, which stopped up the channel. Next morning the squadron weighed, and came to an anchor under the Keys of Barbaret, where they refitted in the best manner possible. Here they were joined by the Advice, who parted company with the Commodore three days after they sailed from Curacoa. A council of war was held on the 28th, who came to the resolution, That the squadron was no longer in a condition to attempt any enterprize against the enemy. Upon which, the Commodore sent away the ships belonging to the Leeward Island station, where they were much wanted, together with the detachment of Dalzell's regiment; and, with the rest of the squadron, proceeded to Jamaica, having first exchanged what prisoners he had with the Governor of Port Cavallo.

Mr Graves, second lieutenant to Sir Chaloner Ogle, commanding a tender belonging to the Admiral's ship, being on a cruize, took, after a smart action of some hours, a privateer called the Phoenix, of St Jago, mounting four carriage, and ten swivel guns, and having on board sixty-five men. Captain Tucker of the Fowey took a register ship, called the San Joseph le Desiderio, valued at 100,000*l*. Captain Burnaby of the Litchfield, took and destroyed four privateers; burnt a sloop in Aguada Bay; demolished a battery of four guns, under which the sloop was at anchor; and afterwards sent on shore a party

party of failors, commanded by one of his lieutenants, who spiked up the cannon, burnt the carriages and guard-houses, bringing off the Spanish colours in sight of a great number of the enemy, who lost many men in the action. The *Litchfield* had only one man killed. Lord Banff, in the *Hastings*, took, whilst on a cruize off the Azores, a French polacre, called *Le St Jean*, having on board one million three hundred thousand pieces of eight, registered at Cadiz; also a privateer of twenty guns. Captain Frankland in the *Rose*, retook from two Spanish privateers, after a smart engagement, a large schooner of sixteen guns, as many swivels, and one hundred and forty men; and a sloop of ten carriage and ten swivel guns, and eighty men. In the action, the schooner sunk, and all on board perished. The sloop run aground at the Metanzas: the privateers made off. The *Greenwich* and *Adventure* took a polacre with quicksilver from Cadiz to La Vera Cruz. The *Rippon* took a very valuable prize. The *Augusta* took in one cruize three prizes, one of them laden with indigo and cochineal, and having on board one hundred and eighty thousand pieces of eight.

LEEWARD ISLAND STATION.

COMMODORE WARREN commanded his Majesty's ships on this station; and in the *Launceston*, in one cruize, he took three prizes, viz. one a vessel bound for La Guira, with ammunition and stores, another of three hundred, and a third of two hundred tons, both laden with hides, cochineal, and some chests of money. The *Lively*, Captain Gage, took a polacre laden with cochineal and cocoa, and having on board four thousand pieces of eight; likewise the *Santa Francisca Maria Magdalena Fides*, a privateer of sixteen carriage and twenty swivel guns.

The privateers fitted out at St Christopher's, and other islands, captured a number of the enemy's ships, some of which were of very great value.

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MEDITERRANEAN.

ADMIRAL MATTHEWS continued to command the fleet in the Mediterranean, (See Note 27.) having under him Rear-Admirals Lestock and Rowley. Receiving intelligence that the *St Isidore*, a Spanish ship of war of seventy guns, was repairing in the bay of Ajaccia, in the island of Corfica, he sent Commodore Martin in the *Ipswich*, having under his command the *Revenge*, and *Anne* galley fire-ship, to endeavour to take her. The Commodore sent a message to her Captain, Don Delage de Cuelly, to surrender the ship. This he positively refused to do, and began to fire as soon as the messenger left the ship. Our ships returned the fire, and would soon have compelled them to surrender; but the Spaniards, apprehensive of what might be their fate, stuffed a deal of brushwood between decks, set fire to the ship, and endeavoured to make their escape on shore. This was nearly accomplished when she blew up, whereby a number of the crew lost their lives.

His Majesty's ships, *Rupert* and *Feverham*, commanded by Captains Ambrose and Hughes, being on a cruize on the coast of Valencia, on the 1st of March, took a barcolongo, called the *N. S. del Carmen*, of four guns, ten fwivels, and thirty-three men, bound from Malaga to Barcelona, in the King of Spain's service, laden with one thousand quintals of lead for musket-ball, and three hundred pieces of timber for the use of the artillery. Another vessel which was in company was chased into Vineros by the *Feverham*; and Captain Hughes there saw a barcolongo, and two settees, at anchor under the castle of Peniscola. He informed Captain Ambrose of this; and they determined to endeavour to cut out the vessel that had been chased in. They accordingly sent in their boats, manned and armed for this purpose; but so smart a fire of small arms was kept up from the houses and the shore, that the boats were obliged to return to their ships without executing their design. When the enemy began to fire, both ships cannonaded the town, especially at the places from whence they perceived the enemy's fire to proceed. Night coming on, the ships left off firing; but Captain Ambrose sent the commanding officer

word, by the captain of a French tartan which lay in the road, that he must ransom the town, otherwise he would lay it in ashes. He begged a delay till six the next morning; before which time he received a reinforcement of two hundred soldiers, and then desired Captain Ambrose to do as he pleased. The inhabitants would gladly have ransomed the place; but were prevented by the military. The boats were again sent to board the vessel, which they burnt. She was laden with provisions for the Spanish fleet at Toulon. At half an hour after nine next morning, both ships renewed their cannonade upon the town, and continued it, without intermission, till one o'clock; when a strong sea-breeze coming on, they were compelled to desist, as it was no longer safe to lie so near the shore. They fired above a thousand cannon-balls: The town and church were almost ruined. A large breach was made in the walls; and about thirty settees, which were hauled up at the upper end of the town for security, were entirely destroyed. As the enemy had no battery at the town, our ships sustained no kind of loss. The two Captains afterwards visited other ports on the coast of Spain; and took out of several harbours no less than sixteen ships, without losing a man.

While the fleet lay at anchor in the Bay of Heires, some sailors, on the 10th of April, went on shore, for refreshment, to the town of Heires, about eight miles east of Toulon; but the French garrison refusing them entrance into the town, a scuffle ensued. The Governor of Provence sent a reinforcement of six hundred men to its assistance; and as the British were assisted from the fleet, the fray was not terminated before thirty French, and one hundred and twenty British, were killed. The French Governor wrote, on this occasion, to Admiral Matthews, that he (the Admiral) was certainly not to blame in this affair; and that he had represented the quarrel in such a light to the French Ministry, as, he hoped, would prevent any ill consequences. The latter end of June, the enemy having found means to elude the vigilance of our cruisers, got safe to Genoa, with a bark and fourteen xebecs, loaded with ammunition, cannon, and other warlike stores from Majorca, for the use of their army in Italy. Admiral Matthews sailed immediately for that port in the *Namur*, having

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with him the Barfleur, Norfolk, Princess Caroline, Ipswich, and Revenge. The fight of the British Squadron was by no means a pleasing sight to the Genoëse, who dreaded their resentment for the partiality shewn by them to the Spaniards. The Senate concluded a treaty with the Admiral; wherein it was stipulated, that the Republic, at their own expence, should send this ammunition and cannon, in neutral bottoms, to the castle of Bonifacio, in the island of Corsica, where they were to be deposited during the present war. After this exploit, Admiral Matthews left the command of the fleet in Heires road to Rear-Admiral Lestock: he went himself on public business to Turin, to consult with his Sardinian Majesty; who having defeated the French and Spaniards in their attempts to force the passes of Susa, obliged them to retire with considerable loss. It being conjectured that their next attempt would be on the country of Nice, every means was used to guard this passage into Italy. New works were raised, and added to the old. The lower tier of guns of the Rochester were landed, and, with some others, mounted on batteries stretching from Mount Alban to the sea-shore. The Barfleur and Norfolk were ordered to Villa Franca; and in them were the detachments of soldiers from the garrisons of Gibraltar and Minorca, serving on board the fleet, who were to be ready to land, and act on shore, in case of need.

The Romney took a Spanish ship laden with cochineal, having likewise some chests of quicksilver on board, valued at 120,000 l.

The Guernsey, Captain Cornish, destroyed a Spanish privateer of twenty-two guns, and one hundred and twenty men, near Cape de Gat, although protected by a battery of eight guns; likewise another privateer of less force: And falling in with a fleet of seven xebèques, laden with provisions, &c. he took two, and sunk three of them.

The Salisbury, Captain Peter Osborne, took a Spanish ship, with one hundred and fifty thousand pieces of eight on board.

TRANSACTIONS AT AND NEAR HOME.

We shall conclude the events of this year, by giving an account of such actions as were performed under the immediate orders of the Admiralty, and of the successes of our cruizers.

Captain Charles Holmes, of his Majesty's ship the *Saphire*, being on a cruize off the coast of Portugal, on the morning of the 2d of December (1742), saw two sail, to which he gave chase. They soon after steered different courses. Captain Holmes pursued the one who had the appearance of a privateer; and, coming up with her about five in the evening, she surrendered, and proved to be a privateer of eight guns, and fifty-two men. It being now calm, Captain Holmes had the prisoners shifted as fast as possible into his own ship; and, putting a Lieutenant and thirty men into his prize, sent her in pursuit of the other sail, which, after a long chase, she overtook, and brought to Captain Holmes; she proved to be a vessel from Limerick, bound to Oporto, which the privateer had taken.

Captain Holmes, on the 11th of January, 1743, received information from the master of a Dutch ship, (who had been ill-treated by a privateer at Vigo, three days before), that there were five privateers in that harbour, two cleaning on the strand, and the other three lying near them by the quay: that in the town, close to the church, they had mounted six six-pounders; on the quay, and near to the privateers, three twenty-four pounders; on a new battery, and on a plain to the southward of it, six or eight guns, from three to four pounders. Upon this intelligence, Captain Holmes sailed for Vigo, and on the 15th, came off that town. When his ship was about half a mile from it, the Spaniards began to fire from their battery on the quay: one shot dismounted one of the *Saphire's* lower-deck guns, killed one man, and wounded six or seven; another shot went through the foremast, about seven feet above the forecastle; and a third shot took her between wind and water. Captain Holmes disregarding the enemy's fire, ran close in, and came to an anchor. Having brought his broadside to bear on the batteries and privateers, he, about noon,

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began a well-directed cannonade on them. Between two and three o'clock, the two privateers which were afloat, sunk; and having rendered the other three unserviceable, for some considerable time at least, he weighed anchor, and put to sea.

His Majesty's ships, the Monmouth and Medway, commanded by Captains Wyndham and Cockburn, being on a cruize off the Canary islands, stood into the road of Santa Cruz, in the island of Gomera, on the 20th of May. They were fired at from three forts; on which they ran in within a quarter of a mile of the shore, and came to an anchor. Bringing their broadsides to bear on the forts, in a few hours they entirely demolished them, and did a great deal of damage to the town. They then returned to their cruize; during which they took a Spanish ship, having a commission from the King of Spain, of three hundred tons, mounting fourteen guns, with one hundred and ten men, twenty-five of whom were soldiers. She was bound from Cadiz to La Vera Cruz, and her cargo consisted of eight hundred bales of dry goods, sixty-six tons of quicksilver, fifty tons of iron, some wax, saffron, oil, and wine; the whole valued at 100,000 l. exclusive of the quicksilver. A privateer, called the St Michael, of Bilboa, of eighteen guns, and one hundred and twenty-six men, they likewise captured: together with two schooners and a sloop.

The Hampshire, Captain Limeburner, took the Pearl privateer, of Bilboa, of fourteen guns, eight swivels, and one hundred and twenty-five men.

The Squirrel, Captain Geary, took a French ship, called the Pierre Joseph, hired by the Spaniards, and bound from La Vera Cruz and the Havannah, to Cadiz. Her cargo consisted of sixty-five chests of silver, five bales of cochineal, thirty-seven bales of indigo, one case of vanel, sixty cases of sugar, and three thousand five hundred hides: likewise a sloop, called the Mistake, which he manned, and by whose assistance he forced ashore, on the island of Madeira, the St Elmo privateer, and there burnt her: he likewise took a privateer of fourteen guns and fourteen swivels, and one hundred and fifty men.

The Portmahon, the Honourable Captain Aylmer, took, after a running fight of five hours, the St Theresa de Jesus, a privateer of St Sebastian, of sixteen guns and one hundred and forty-

forty-seven men; ten of whom were killed, and fourteen wounded. The Portmahon had but one man wounded.

The Deptford, Captain Mostyn, took a rich ship from the Caraccas.

The Fox, Captain Erskine, took a Spanish privateer of force; together with two British prizes which she had just before captured..

During the course of this year, the Spaniards took one hundred and thirty-six British prizes in the European seas, and one hundred and twenty-six in America; altogether valued at 567,000 l. The British captured from the Spaniards, fifty-one vessels in Europe, and ninety-five in America; valued at 438,000 l. This sum, added to the Acapulco ship, taken by Commodore Anson, valued at 313,000 l. makes 751,000 l.: so that the balance in favour of Britain was 184,000 l.

1744

The Parliament met for the dispatch of business on the 1st of December 1743. The King's speech was much to the same purport, as that which he had made at the opening of the last session; so that the public conjectured a change of measures was not to be expected. During the course of the session, forty thousand seamen, and eleven thousand five hundred marines, were voted for the service of the current year: likewise 194,834 l. 10 s. 9 d. for the ordinary of the navy; together with large subsidies to the Queen of Hungary and the King of Sardinia: So that the grants for this year, as specified by the votes of the House of Commons, amounted to 6,500,000 l.; but to this sum must be added, 3,500,000 l., paid to the Sinking Fund, in perpetual taxes, which increases the money levied this year, to the enormous sum of 10,000,000 l. The party in opposition to Administration, had been at uncommon pains to inflame the nation at large, against the Ministry: the measures which they had pursued, they painted in the most odious colours, and represented all their actions in the most unfavourable and exaggerated point of view. The animosity of party was carried to the greatest height; and never was a session of Parliament known, in which the debates were more violent; such

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asperity of language made use of; or such measures proposed by the Antiministerial party: so that, if they were not disaffected to Government, the world, at least, had every reason to think them so.

His Majesty, (to whose presence the victory obtained at Dettingen was in a great measure owing), was loudly blamed for his evident partiality to his Electoral troops: and to give this malicious rumour all the appearance of a well-founded fact, it was moved in the House of Lords, by one of the best speakers of the party, to address his Majesty to discontinue the Hanoverian troops in British pay. On this motion being rejected, a protest was entered, in which the behaviour of these troops was most severely animadverted on. In short, such was the heat of faction, and the earnest desire of each party to obtain the ascendancy, that the French began to think it tended to a revolution; and they resolved to avail themselves of it. Every thing concurred to favour the ambitious designs of that Court. The haughty behaviour of the Queen of Hungary, in refusing to come to reasonable terms of accommodation with the Emperor Charles VII. whom she had resolved to strip of the greatest part of his dominions, in order to indemnify herself for the loss of Silesia, roused the indignation of several powers, which was encouraged by France; and produced a secret negociation, at Frankfort on the Mayne, between the Emperor, who held his court there, the Elector Palatine, the King of Sweden as Landgrave of Hesse Cassel, and the King of Prussia as Elector of Brandenburg; who now perceived, that unless the insolent pride of the House of Austria was lowered, his late conquests would be torn from him, the moment Maria Theresa was at liberty to employ her whole forces against him.

This measure renewed the flame of war in Europe, and peace was entirely out of the question. All this was easily foreseen by the Court of Versailles; who, while the treaty was going on at Frankfort, were busily employed in adjusting a family compact with Spain, and in forming a strong alliance with that power, offensive and defensive, and which was to be perpetual. They guaranteed each other's possessions and claims; and agreed, that no peace should be concluded, till Gibraltar was restored to Spain. This famous treaty was signed at Fontenbleau; and in consequence of it, France made every preparation

paration for war. A strong reinforcement of troops, under the command of the Prince de Conti, was sent to the aid of Don Philip, in Savoy; and the French squadron at Toulon, under M. de Court, was ordered to act in concert with the Spanish squadron in that port, under Don Navarro, in hopes of defeating the British fleet under Admiral Matthews; and, by that means, to obtain not only the command of the Mediterranean sea, but to be enabled to detach a great part of their force, to join the squadrons getting ready at Brest and Rochfort. Thus, they thought to secure a superiority of naval strength in the British Channel.

The great object of the French armament was, to oblige the Court of London to recal her troops from the Continent, to the protection of the British dominions, instead of affording support to the Queen of Hungary. It had also a lesser one, which was, the re-establishment of the exiled family of Stuart on the British throne; to which last scheme, they were chiefly excited by the violence of party-rage in England. The discontents of the people were indeed very great; and the Administration greatly disliked. Much misrepresentation had been used, first to raise this flame, and then to keep it alive; for the nation at large had no idea of a revolution. A correspondence was carried on with the Scots and English Jacobites; they themselves were ready for a revolt; and they pourtrayed the sentiments of the people, rather agreeable to their wishes, than what they really were; and very active were they to gain as many proselytes as they could.

Cardinal Tencin, who, on the death of Cardinal Fleury, assumed the lead in the French councils, was now regarded as Prime Minister. He was not a man of great abilities, but of a bold and enterprising spirit: he owed his elevation to the purple, to the recommendations of the Chevalier de St. George. It is not, therefore, to be wondered at, that he had the interest of the family of Stuart at heart. He considered this as a most fortunate juncture to recover the British throne for his patron; at the same time that he should be effectually serving his Master, whom he had brought over to his measures, even if his scheme should fail of all its desired success, by embarrassing the affairs of Great Britain, and obliging her to withdraw a
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great part, if not the whole, of her army from the aid of her allies in Germany. He imagined that the French might give the law there. The hopes of that nation, too, were greatly heightened by the distractions which prevailed in Britain; who, having few regular troops to defend her coasts, and the principal part of her navy being employed either in the Mediterranean or in the West Indies, their enterprize might, they thought, be accomplished with the greater facility. Their plan was, to invade England from Dunkirk with a powerful army, which was to be escorted across the Channel by a strong squadron from Brest and Rochfort, superior to any thing that Great Britain was supposed to be able to send to sea, at this time, to oppose it. As soon as the invading army had made good its landing, then the preconcerted insurrections in England and Scotland were immediately to take place.

The whole of this grand scheme was laid before the Pretender, who thought, from the plausibility of it, that success was certain; and accordingly gave it his hearty concurrence. He was of too great an age to join in the enterprize in person; but he delegated all his authority to his eldest son, Charles Edward, who immediately left Rome, and repaired to Paris, where, after a short stay, he joined the army cantoned in the neighbourhood of Dunkirk. This army was supposed to amount to upwards of twenty thousand men, together with a large train of artillery; the whole commanded by Count Saxe, under whom served many of the principal of the attainted Scots and Irish: among the latter, the unfortunate Count Lally, appeared as an active partizan. The command of the French squadron destined for this service, was given to M. de Roquefeuille, an officer of abilities and experience. It was to consist of twenty-four sail of the line, (See Note 28.) and several frigates.

The British Ministry, fully apprized of the designs of the Court of Versailles, took every measure to render their plans abortive. The antiministerialists began now to perceive that the length they had carried their party rage, had been the means of exposing their country to the greatest dangers*. The

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* This cannot be better evinced, than by a letter which the Pretender wrote about this time, to the Duke of Argyle, who had opposed the Ministry, and spoken with the greatest violence against them in Parliament. The Pretender thanked him (in this letter) for his services, and desired he would dictate his own terms. The Duke sent the letter to the Privy Council.

mouth of faction for a while became silent; some of the principal men who had acted with that party, now joined the Ministry; and the attention and endeavours of the whole nation were exerted to repel the threatened attack.

The command of the British fleet was given to Sir John Norris; and it could not have been placed in better hands. He had under him Rear-Admirals Sir Charles Hardy and Martin; and hoisted his flag at Spithead, on the 6th of February. His fleet, at that time, was nearly of equal force with that of the French; and, by the vigilance of sixteen tenders, which had been employed in the collecting of volunteers, and in the impressing of seamen at the different ports, was very well manned. With this force, the gallant Norris wished to go out and meet the enemy, making little doubt of beating them. But the Ministry judging, if Sir John Norris should meet with a check, or the enemy's fleet should pass by him in the night, or in thick weather, so as to reach Dunkirk, they might escort the French army (some of whom were already embarked) across the Channel unmolested; the Admiral was therefore ordered to repair with his whole squadron to the Downs, where he was joined by large reinforcements from the Thames and Medway; so that his force became considerably stronger than the enemy. (See Note 29.) The ordering of the fleet to the Downs, was a most judicious measure, as it necessarily drew the enemy very far up the Channel, at a season of the year when such narrow and dangerous seas are to be avoided, especially by those unacquainted with such an intricate navigation, and attended with a numerous fleet of large ships of war. A considerable body of British forces having arrived from the Continent, were stationed on our coasts opposite to those of France; so that if their army had by any means escaped the vigilance of our fleet, the British shores would not have been found in so defenceless a state as had been represented by the disaffected.

The French fleet left Brest the latter end of January, and was soon after joined by a detachment from Rochfort. On the 3d of February, they were seen off the Edystone, standing up the Channel. On this, every officer was ordered to his respective post. The forts at the mouths of the rivers Thames and Medway had their garrisons augmented, and proper artillery placed

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ced on their ramparts; and the Kentish militia had orders to assemble on the shortest notice.

On the 15th of February, his Majesty sent a message to both Houses of Parliament, informing them, "That he had received undoubted intelligence of the arrival of the Pretender's son in France; of the preparations at Dunkirk for the invasion of his dominions; and of the appearance of a French fleet in the English Channel." Both Houses joined in an address to his Majesty, declaring their indignation and abhorrence of the design formed in favour of a Popish Pretender; at same time assuring his Majesty, that they would stand by him with their lives and fortunes, and enable him to take such measures as would frustrate and defeat so desperate and insolent an attempt. The whole kingdom seemed to unite in support of the Protestant succession. The most loyal and affectionate addresses poured in from all quarters; from the city of London, and from all great cities, towns and bodies corporate in the kingdom; the clergy, the dissenting ministers, and the quakers. A requisition was made of the six thousand auxiliaries, which the States General were, by treaty, obliged to furnish on such emergencies; and the alacrity with which they were sent, was a sufficient proof that their High Mightinesses were hearty in our cause. The Dukes of Marlborough and Argyle, the old Earl of Stair, and many other noblemen, made a tender of their services, which was accepted of; and the Parliament, in another address to the King, exhorted his Majesty to augment his forces by sea and land. A subscription for 1,200,000 l. by three per cent. annuities, and 600,000 l. by a lottery, for the current year's service, was full in one day. Nothing could possibly afford a stronger or more substantial proof of the readiness of the merchants of London to support their King and country against the intended invasion in favour of a Popish Pretender. The Habeas Corpus act was suspended for six months; and several persons of distinction were taken into custody for treasonable practices. A proclamation was issued for putting in execution the laws against all Papists and Nonjurors, who were commanded to retire ten miles from London. In a word, every step was taken that could preserve the internal tranquillity of the kingdom, and defeat the enemy's designs upon it.

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The French, as the wind continued fair, were in hourly expectation of the arrival of their fleet: they were extremely busy in their preparations at Dunkirk, and the adjacent towns; an embargo was laid on all their shipping, and the packet-boat detained with the mails for some days. Encouraged by the presence of the young Pretender, they embarked seven thousand of their best troops, together with an immense quantity of cannon and military stores, as also many thousand sets of spare arms, for the use of the insurgents in England and Scotland.

Meanwhile, M. de Roquefeuille was proceeding up the Channel. Having sent in a frigate to reconnoitre St Helen's and Spithead, who reported, that no ships of war were at either place, the French Admiral concluded that Sir John Norris had retired into Portsmouth harbour, he not having been able to collect a force sufficient to come out and give him battle. In full security, therefore, he continued his course, and detached M. de Barreil with five ships to Dunkirk, in order to hasten the embarkation of the troops there. He came to an anchor near Dungeness, on the 24th of February.

Intelligence having been brought to Sir John Norris in the Downs, by some of his frigates, which he had sent to reconnoitre the enemy, of the strength and situation of the French fleet, he instantly made the signal to weigh anchor; and although the wind was contrary, he made towards them. The British fleet was perceived tiding it round the South Foreland, by one of the enemy's frigates, which M. de Roquefeuille had sent a-head of his fleet. This intelligence was immediately made known to the French Admiral by signal, who, at first would scarcely give credit to it, supposing it to be a fleet of merchant ships from the Downs. But when the number of ships of war was announced to him, he concluded it to be Sir John Norris and the British fleet. He now perceived the perilous situation he was in.

Fortunately for the French, Sir John was necessitated to come to an anchor with his fleet, in order to stem the tide, which now set in against him, when he was within two leagues of the enemy. The French Admiral availed himself of this circumstance, to save the fleet under his command from utter destruction. He called a council of war; and they very speedily came to the resolution, to order all their anchors to be heaved a-peak, and, the instant the tide made

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made in their favour, to weigh, and double the bay to the westward, each ship to make the best of her way to Brest with the utmost speed. So sensible were they of the ruin which stared them in the face, that few of them lost any time in weighing their anchors, but either cut or slipped them. A strong gale from the north-west sprung up, which presently increased to a storm, and drove their ships at a great rate. A fog coming on next day, their fleet was separated; and, after being in the greatest danger, they reached Brest in a most crippled condition. The British fleet also felt the effects of this storm; several of the ships received considerable damage. And Sir John Norris, knowing it would be impossible to overtake the enemy, was obliged to return to the Downs, from whence he sent Sir Charles Hardy with the three-decked ships to Spithead, where they could lie more securely.

The enemy sustained a great loss at Dunkirk. The transports with the troops and stores on board, were at anchor in the road; some of them foundered, others were driven ashore and wrecked, by which a great number of lives were lost. Certain news of the flight of their fleet arriving soon after, their army remained in cantonments; and the young Adventurer, after having a distant view of that kingdom which his grandfather had foolishly thrown away, returned to Paris, in order to wait a better opportunity of regaining the throne of his ancestors.

This storm, on several accounts, may be considered as a most fortunate event for Great Britain, and ought to teach us, that while we maintain a superiority at sea, we have little to dread from foreign invasions. Until that was obtained, Count Saxe would not hazard the enterprize. Had he consummated a General, with so large a regular force, made good their landing, the worst of consequences might have been dreaded to the kingdom.

The formidable designs of the French being thus rendered abortive, proved, at this time, of the greatest advantage to the Protestant succession; as the dangers, to which the violent dissensions of party had exposed us, and on which our enemies had chiefly relied for success, were the happy means of firmly uniting the true friends of Britain in the zealous support of our glorious constitution.

When

When such hostile intentions had been avowed on the part of France, a formal declaration of war is not to be wondered at. Accordingly, shortly after, M. Amelot acquainted Mr Thompson, the British resident at Paris, "That things were now come to such a pass between the two Courts, that a declaration of war must soon ensue;" to which Mr Thompson replied, "That the British nation was thoroughly prepared to take proper measures." Of this important step, the merchants had immediate notice. On the 20th of March, the French monarch published his formal declaration of war against Great Britain; and, on the 31st of the same month, Great Britain returned him the like compliment. (See Note 30.)

All fears of an invasion being over for the present, the Dutch auxiliaries were sent home; and such of the national troops as had been drawn from the army on the Continent, were returned: not that the enemy had entirely relinquished their intentions of invading the British dominions, the first favourable opportunity, and of placing the Pretender on the throne: their threats were now, however, regarded with contempt; and the Ministry prepared to carry on the war with vigour.

On the 3d of April, his Majesty published a declaration for the encouragement of the officers and crews of his ships of war, privateers, and letters of marque; by which the property of all prizes, taken by the first, was declared to belong solely to the captors; and the share of prize-money belonging to the two last mentioned, was to be regulated by the agreements made with the owners of such ships.

On the 14th of June, Commodore Anson in the *Centurion*, arrived at St Helen's from his voyage to the South Sea, having had a most miraculous escape from being taken; as at this time a French squadron was cruising in the soundings, through which the Commodore had steered in a fog. The money and plate brought home in the *Centurion*, was valued at 1,250,000 l.; it consisted of two hundred and ninety-five chests of silver, eighteen chests of gold, and twenty barrels of gold-dust. This valuable treasure was brought to London in thirty-two waggons, escorted by the crew; who (July 4th) went with it in grand procession quite through the city to the Tower, where it was deposited; the waggons being ornamented with the British colours, having under them the Spanish flags, and other trophies, brought from

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from the South Sea. The reader will find an epitome of this remarkable voyage, at the conclusion of this year's transactions.

On the 23d of June, his Majesty ordered a grand naval promotion to take place, by which Nicholas Haddock, Esq; and Sir Chaloner Ogle, knight, were promoted to the rank of Admirals of the Blue; James Steuart, Esq; and Sir Charles Hardy, knight, Vice-Admirals of the Red; Thomas Davers, Esq; and the Honourable George Clinton, Vice-Admirals of the White; William Rowley and William Martin, Esqrs. Vice-Admirals of the Blue; Isaac Townsend, Esq; to be Rear-Admiral of the Red; Henry Medley, Esq; Rear-Admiral of the White; and George Anson, Esq; Rear-Admiral of the Blue.

His Majesty was graciously pleased to write a letter of thanks to the States General, for their ready compliance with the terms of the treaty, in sending the six thousand land forces, as already stated; and acquainting them, as France had now declared war against him, on the most frivolous prettexts, he was under the necessity of requesting from their High Mightinesses the aid of a naval force, as stipulated by treaty. The answer to this letter was highly flattering to the King.

They assured his Majesty of their inviolable friendship: that they had already given orders for equipping twenty ships of war, which, as soon as ready, should be sent to England, to obey his Majesty's orders. They shortly after arrived in the Downs, (See Note 31.) under the command of Admiral Bacchereff, and joined the grand fleet at Spithead, under Sir John Balchen. Sir Charles Hardy was sent with a squadron to escort the trade to Lisbon, and store-ships to Gibraltar. Vice-Admiral Martin commanded a fleet in the Channel; and Sir John Balchen, with a strong squadron, was sent to cruize off Cape Finisterre. But of their proceedings in its proper place.

A small squadron, at the request of the Directors of the East India Company, was sent to the East Indies, the command of which was given to Commodore Curtis Barnet, (See Note 32.); the Directors being apprehensive, that the Company's settlements in that quarter might be in great danger, should the French have a superiority of naval force there. The Commodore sailed from Spithead the 5th of May; and, on the 26th, anchored with his squadron in Porto Praya bay, in the island of St Jago, one of the Cape de Verd islands, (See last mentioned note.) They found

found at anchor here a Spanish privateer, called the *Amiable Maria*, of fourteen guns, twelve swivels, and seventy-nine men, together with the *Molly pink* of Glasgow. The Commodore was made acquainted, that this privateer had taken the *Pink*, and a brig belonging to New York, and burnt two British vessels; all of which the enemy had found at anchor at the Isle of May. The Commodore let the Governor know, that from the privateer's having violated the neutrality of the port, it justified him in making a prize of her, and of retaking the vessels she had captured. This he immediately did; sending the pink to the Island of May, to bring the masters and crews of the vessels taken and burned by the privateer, and who had been left there. A little after, the brig appearing in the offing, the Commodore sent his tender to retake her. Not a creature was found on board, the Spaniards having escaped in their boats to the town of St Jago, where they reported, that after the brig had drove out of the bay, the seven Englishmen who were left in her, had endeavoured to make themselves masters of the vessel; that a bloody battle ensued, in which five of the Englishmen were killed; on which the two surviving ones jumped overboard, and were drowned. Some of the Spaniards were also killed in the conflict, and all of them dangerously wounded. On seeing the tender, they took to their boats, and effected their escape. The Commodore put the proper masters in possession of the pink and brig, with all the provisions, stores and effects they had any claim to, as far as he was able to recover them. This little affair is mentioned, chiefly with a view to point out the respect which the British officers pay to the law of nations, in taking the greatest care to avoid being the first aggressors in a neutral port; though, in the course of these Memoirs, we shall have occasion to remark, that this is not the first time that the enemies of Great Britain have violated the neutrality of Port Praya.

Vice-Admiral Davers was sent out with reinforcements to the island of Jamaica, where he was ordered to relieve Sir Chaloner Ogle; and Vice-Admiral Medley was appointed to command the fleet in the Mediterranean, in the room of Admiral Matthews, recalled.

In our narrative of the affairs of this year, we have already observed, that at no time had there been more violent political contests

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contests in the British Senate; of which the fatal consequences that had been so nearly produced were an evident proof. When the immediate public danger, however, subsided, the violence of party-rage broke out again, which brought about a change of the Ministry. It was now perceived that Earl Granville, better known by the name of Lord Carteret, began to lose ground. The Duke of Newcastle, therefore, and his brother Mr Pelham, who had great Parliamentary interest, finding they could almost name their own terms, and obtain the chief direction of public affairs, forsook the Minister, and joined in a political alliance with the principal men in the opposition. Earl Granville, after so powerful a party had deserted him, was not able to maintain his ground: he therefore, in the month of November, resigned the Seals. An Administration was soon after formed, which they themselves denominated the Broad Bottom, as it was composed of persons of very great abilities, selected from all parties, and of the most constitutional principles. How well it answered this description, let facts alone determine. Mr Pelham was appointed First Lord of the Treasury, and Chancellor and Under Treasurer of the Exchequer: The Earl of Harrington succeeded Earl Granville as one of the Principal Secretaries of State: The Earl of Chesterfield was declared Lord Lieutenant of Ireland, and sent as ambassador to the States General: Lord Gower was once more made Lord Privy Seal. And a new Board of Admiralty was constituted, consisting of John, Duke of Bedford; John, Earl of Sandwich; Lord Archibald Hamilton; Lord Vere Beauclerk; Charles, Lord Baltimore; George Anson, and George Grenville, Esquires.

We will now follow the plan originally laid down, and proceed to give a distinct account of the naval and military operations in the different quarters of the globe, beginning with those most distant from Great Britain. And, in order to make this detail as clear as possible, the narrative shall not be interrupted when we come to speak of the naval proceedings in the Mediterranean, in which Parliament found it necessary to interpose its authority; but we will, when treating that subject, give only a succinct account of the resolutions the House of Commons came to, and the orders they thought proper to issue on that occasion.

NORTH AMERICA.—*Newfoundland Station.*

CAPTAIN YOUNG, of his Majesty's ship the *Kinfale*, belonging to the squadron on this station commanded by Commodore Charles Hardy, having received intelligence, while on a cruize, that the French had five ships of force, laden with fish, in the harbour of Fishotte, resolved to go in quest of them. The draught of water would not admit of the *Kinfale* getting near them. He therefore manned a prize he had taken, with eighty men from his own ship, and eighty settlers, mounting her with twenty guns, and gave the command of her to one of his Lieutenants. On communicating his intelligence to three captains of North American privateers, each of whose ships carried ten guns, and one hundred men, they agreed to join in the enterprize. The prize led the van in going into the harbour, and grounded thrice at the entrance of it; but the third time, swinging athwart the bow of the *Moderate*, one of the enemy's ships, the prize's men entered her sword in hand, and carried her. They instantly turned her guns on the other French ships, all of them within pistol-shot; and, with the prize, engaged them five hours and a half, when they all struck. The privateers did not enter the harbour till the action was over. Of the British, ten men were killed, and thirty wounded. The enemy's loss was very great; but the numbers could not be ascertained.

<i>Names of the Prizes.</i>	<i>Men.</i>	<i>Guns.</i>
St Dennis, - - -	53	— 14
Jafon, - - -	80	— 14
Marquis de Sé, - - -	86	— 14
Duc de Penthièvre, - - -	48	— 12
Moderate, - - -	75	— 12
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	342	— 66

They had on board eighteen thousand quintals of fish, and eighty tons of oil.

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The British Ministry had by no means paid the attention that was due to the infant colony of Nova Scotia, and to the very great tract of country which had been ceded to Great Britain by the treaty of Utrecht. The French government pursued a very different conduct while they possessed a part of this province; for, by the encouragements they had afforded, it was in a very flourishing state; and, when yielded to us, had near four thousand settlers capable of bearing arms. Instead of endeavouring to conciliate the affections of these settlers, and of reconciling them to a new form of government, they were in a great measure neglected: they still retained their language and religion; and their priests, being wholly in the interest of France, kept alive their affection for their parent state, and taught them to believe that their allegiance was still due to the French King. This kept them ever ready to join in any enterprize against the British settlers, whom they considered as intruders. At the period we are now treating of, their numbers had more than doubled; and the French, knowing they could rely on their assistance, formed a scheme to dispossess us of all that vast peninsula which forms so considerable a part of the government of Nova Scotia.

M. de Quenel, the then Governor of Cape Breton, as soon as he was informed of hostilities being commenced between the two nations, fitted out a small armament from Louisburg, consisting of two armed sloops of eight guns, some swivels, and ninety-four men each, together with some small vessels, having seventy soldiers on board; the whole commanded by Captain Duvivier. The native Indians promised their assistance. The first object of this armament was Canso, where the French arrived the 11th of May. They were joined by two hundred Indians; and many of the inhabitants took up arms. In this poor place was a company of the 40th regiment, under the command of Captain Heron; who, the fort not being in a state to make any resistance, entered into terms of capitulation on the first summons, and surrendered the place. The conditions were, that he and his garrison should remain one year prisoners of war, and then be sent either to Annapolis, or England.

As soon as the French obtained possession, they demolished all the fortifications, and set the buildings on fire. This being

done, and M. Duvivier being reinforced with another body of five hundred Indians, he proceeded with them and his other forces to Annapolis Royal. This truly important place was, at the breaking out of the war, in a very neglected condition, having only a garrison of two hundred men capable of bearing arms, under the command of Lieutenant-Colonel Mascareen; who, fearing that the French, from their knowledge of the weakness of the garrison, would attack the place, made early application to the General Assembly at Boston in New England, for assistance from that colony.

Governor Shirley, and the Assembly, well knowing the consequence of Nova Scotia to Great Britain, and how detrimental our keeping possession of it might be made to France, resolved to do all in their power to prevent the French from conquering it. Leave was therefore granted to some gentlemen in New England, to raise four companies of volunteers; which they did at their own expence, and they luckily arrived at Annapolis, whilst the French were demolishing the fort at Canso. M. Duvivier landed his forces near Annapolis, the 2d of June, and, after keeping the place in continual alarm for several weeks, he came before it, and sent in a summons to surrender. The answer he received, convinced him he was not to carry matters so easy as he had done at Canso. He prepared ladders for an escalade, and offered four hundred livres to each man who would mount the walls; but finding no volunteers for this service, he was obliged to desist, and return to Louisburg.

This expedition alarmed all the British colonies, particularly the northern ones, and first suggested the idea of the conquest of Louisburg to Robert Auchmuty, Esq; a native of Scotland, and Judge-Advocate of the Court of Admiralty of New England; who drew up a clear and distinct memorial, setting forth the great advantage which would accrue from it to the New England provinces; laying down, at the same time, the proper means for raising the troops, and for conducting the enterprize. Though he strongly recommended to the Governor and Assembly of Massachusetts Bay the putting this scheme in execution; yet if he had not been seconded by William Vaughan, Esq; a gentleman of a clear understanding, great spirit, and independent fortune, it must have fallen to the ground. The

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great expence, the difficulties in raising the troops, and conducting the enterprize, and the small probability of success, worked strongly on the minds of many. Mr Vaughan combated all these, and brought matters to a bearing, although the approbation of Mr Auchmuty's plan was carried in the Assembly only by one vote. Governor Shirley was a warm friend to the scheme; and when he transmitted the resolves of the Assembly to the British Ministry, he strongly recommended to them to adopt it. As Commodore Warren could arrive much sooner from the West Indies, than could an officer with a fleet from England, he solicited that orders might be sent to the Commodore, to repair to Canso, to conduct the naval part of the expedition, and to bring as many ships with him as could be conveniently spared, for the enterprize against Louisburg; and this as soon as the season would admit. This was agreed to, and orders sent accordingly.

Meanwhile, the Assembly at Boston voted 27,000*l.* Sterling to be raised, by way of lottery, for this service; the first of the kind ever authorised, by legal authority, in America. But what must astonish every person, is the profound secrecy with which an affair of such magnitude was conducted, so as that all knowledge of it was kept from the enemy. The troops were levied, and every preparation made for the expedition by sea and land, and the whole ready to enter on the scene of action, ere the rest of the world were so much as acquainted with the design. This, as indeed every other part of this glorious enterprize, does the conductors of it the greatest honour. The inhabitants of the different provinces of New England, *viz.* Massachusetts Bay, Connecticut, Rhode Island, and New Hampshire, raised, in a very short space of time, three thousand eight hundred and fifty volunteers. The command of this little army, was, by unanimous consent, conferred upon William Pepperell, Esq; of Piscataway; a gentleman whose integrity and courage rendered him worthy of such an honour. The troops assembled at Boston, and were embarked, with all the necessary stores, on board of eighty transports. They had for their convoy eight privateers of twenty guns, and one hundred men each, and ten vessels of inferior force. The fleet left Boston the 20th of March 1745, and arrived at Canso, April 2d. There, for the present, we shall leave

leave them, till we come to treat of military and naval matters in the year 1745.

On this station, his Majesty's navy suffered the following diminutions. The *Loo*, of forty guns, commanded by Captain Tutting, was lost in the Bahama Straits, together with a prize she had taken; but the crews of both were luckily saved. The *Astrea*, of twenty guns, commanded by Captain Swanton, lying at anchor in the harbour of Piscataway, on the 17th of January, took fire in her forehold, and instantly the beams under the forecastle were in a blaze. The crew exerted themselves to the utmost, to extinguish the flames, but in vain; for the water alongside was no sooner in the buckets, than it became ice, and adhered so firmly to their sides, that it could not be thrown where necessary; so that, in a few hours, the ship was entirely consumed.

WEST INDIES.—JAMAICA,

THE Squadron on this station, under the command of Sir Chaloner Ogle, was not of sufficient force to undertake any enterprize against the enemy's settlements, nor even to prevent Admiral de Torres from convoying the galleons from the Havannah to Old Spain. The ships employed as cruizers were successful in picking up a number of valuable prizes.

The *Rippon*, commanded by her first Lieutenant, George Elliot, (in absence of her Captain who was sick), captured the *Conde de Chinchán*, a Spanish ship of war, mounting eighteen guns, (but pierced for twenty-four), twelve swivels, and one hundred and forty men, bound for La Vera Cruz, having on board twelve hundred chests of quicksilver, and a great quantity of rich merchandize. This ship was purchased and taken into the service, and Mr Elliot obtained the command of her. Sir Chaloner Ogle, sent the *St Albans*, Captain Knight, and the *Falmouth*, Captain Coleby, to demand of the Governor of Porto Bello, the restitution of the brig *Triton*, James Christie master, which had been taken by a Spanish peragua, from Porto Bello, at Garoti, though the master had leave of trade from the Governor of Santa Fé. The Governor returned

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ed nothing but evasive answers to the demand. After his having trifled some days more in the same manner, the Captains came to an anchor before the town, on which they fired incessantly for several hours, whereby they beat down the Governor's house, and several others, and greatly damaged the place. In their return to Jamaica, they took the Maria Louisa, of eight guns, and fifty men; and the Tamerlane, of twenty-two guns, and one hundred and thirty men. These prizes were valued at 46,875 l.

The Royal Navy suffered considerably on this station, from the violence of the winds, which, indeed, seldom fail to prove fatal in the hurricane months. In January, a large fleet of merchant ships were proceeding on their voyage to England, escorted by several ships of war. They were overtaken by a severe gale in the Gulph of Florida, in which his Majesty's ship, the Orford, commanded by Captain Perry Mayne, was unfortunately wrecked; but the crew was saved by the ships in company.

On the 20th of October, the island of Jamaica was visited by a most violent hurricane, which did an incredible deal of damage. The storm began about six in the evening, and continued with the greatest violence, till six the next morning; the wind due south the whole of the time. The morning exhibited a dreadful spectacle. The new fort on Mosquito Point, was quite demolished; many houses in Kingston blown down, and others unroofed. All the wharfs at the town, at Port Royal, and at Passage Fort, were destroyed, and the goods which were on them swept away. Eight of his Majesty's ships were either wrecked or ashore; and ninety-six merchant-ships experienced a similar fate: Inasmuch, that out of a fleet consisting of one hundred and five sail, his Majesty's ship, the Rippon, alone rode out the gale. The inhabitants of Port Royal were in dreadful consternation, lest the town should be swallowed up by the waves, the water being more than two feet deep in the streets, and still increasing; when, happily, the gale at length abated. Of his Majesty's ships, the Greenwich, Captain Allen, was sunk; and her Captain, Lieutenant Batterworth, and seventy men, were drowned. The Lark hulk was likewise sunk: in her were twenty white and ninety black men,

men, who were all drowned. The St Albans, the Bonetta sloop, and Thunder bomb, were entirely wrecked. The Prince of Orange, the Montagu, and the Experiment, were drove ashore, but luckily got off again, as did most of the merchant-ships. It was a fortunate circumstance that Sir Chaloner Ogle, with the greatest part of the fleet, were out on a cruize, by which he escaped the gale.

WEST INDIES.—*Leeward Island Station.*

THE squadron on this station continued to be commanded by Commodore Warren, and was extremely successful in annoying the enemy's trade. As a proof of this, the following is a list of prizes taken by the cruisers, from the 12th of February, to the 24th of June 1744.

<i>Vessels Names.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Tons.</i>	
Ascension, -	24	—	124	— 500
St Antonio de los Animas,	10	—	96	— 90 } Spanish
Santissima Trinidad,	10	—	44	— 110 } privateers.
L' Aimable, -	10	—	38	— 150
Dolphin, - -	6	—	23	— 200
Marquis d' Antin,	8	—	29	— 180
St Martin, -	14	—	19	— 150
St Firmin, -	—	—	16	— 110
La Fortune, -	6	—	12	— 100
La Garrone, -	—	—	23	— 120
L' Aimable Julie, -	6	—	19	— 150
Le Bien Aimé, -	24	—	43	— 600
Le Neptune, -	14	—	43	— 380
La Françoise de Cherburg,	8	—	24	— 184
La Princesse de Anlope,	8	—	24	— 138
L' Union, brig, -	—	—	14	— 120
La Junon, sloop, -	4	—	18	— 100
Le Croyant, -	10	—	39	— 230
L' Aimable Theresa,	4	—	11	— 90
A sloop, - -	8	—	14	— 100
Le Patriarche Abraham,	12	—	45	— 300

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<i>Vessels Names.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Tons.</i>	
Brought forward	186	718	4102	
A new sloop, -	—	—	80	
L' Aimable Catherine,	8	78	70	} French privateers.
A schooner, -	8	36	80	
	—	—	—	
Total,	202	832	4332	

The first was a Spanish ship laden with rich merchandize : The rest of the merchant-ships were French, and their cargoes consisted of Negroes, elephants teeth, provisions, wine, oil, brandy, rum, sugar, coffee, cocoa, soap, tobacco, candles, cordage, &c. exclusive of gold and silver. By the above captures, provisions of all sorts rose to a prodigious price in the French islands. The British privateers fitted out in this part of the world, met likewise with very great success.

Mr Hodge, the Lieutenant-Governor of Anguilla, finding the French very troublesome neighbours, mustered up about three hundred volunteers, and, with the assistance of two privateers, he dispossessed them of their share of the island of St Martin's. About the same time, the French inhabitants of the island of St Bartholomew, seven leagues north of the island of St Christopher's, submitted to, and put themselves under the protection of his Excellency William Matthew, Esq; the Governor-General of the Leeward Islands. (See Note 33.) With the squadron stationed here, no man could afford better protection to the trade, than Commodore Warren did; but, in consequence of a plan concerted in New England, for attacking Cape Breton, and approved of by his Majesty, he was ordered to repair, as early as the season would permit, with as many of his squadron as could be spared, to Canso, in North America, leaving the command here to Commodore Knowles.

His Majesty's ship, the Weymouth, of sixty guns, commanded by Captain Calmady, was, through the ignorance of the pilot, lost on a shoal near Antigua; for which he was sentenced, by a court-martial, to two years imprisonment in the Marshalsea. The captain and crew were saved.

MEDITERRANEAN.

On the 30th of December, Admiral Matthews, who was then at Turin, received intelligence that the Brest squadron was actually sailed; and that it consisted of five ships of seventy, six of sixty, two of fifty, four of forty, and four of twenty guns; in all eleven ships of the line, and ten frigates. Immediately upon this information, the Admiral sent orders, by an express to Minorca, for all the ships of war there to put to sea with all possible expedition; and not to wait for re-arming. As the ships which he had left under the command of Vice-Admiral Lestock, were kept constantly in readiness to proceed upon service, he expected to be able to prevent the designs of the French; not doubting but that they intended to favour the escape of the Spanish squadron still blocked up in the harbour of Toulon. He accordingly soon received advice, that M. de Court, the French Admiral, was arrived at that port, and that he proposed being ready to proceed to sea, in conjunction with the Spanish squadron, on the 20th of January. This determined the Admiral to quit the court of Turin immediately, where he had been concerting the necessary measures with his Sardinian Majesty, for the security of the coast of Italy. He accordingly repaired to Villa Franca, where he embarked, and soon joined the main body of the fleet, under the command of Vice-Admiral Lestock, in Hieres bay.

On the 3d of January, he found himself at the head of no more than twenty sail of the line; and of these, four of them mounted only fifty guns each; but he had the good fortune to be reinforced on the 11th of that month, by the Elizabeth, Berwick, Princessa, and Marlborough; and on the 3d of February, by the Somerses and Warwick from Mahon, and the Dragon from a cruize; on the 10th, by the Boyne and Chichester from England; and on the 11th, by the Royal Oak from Mahon.

On Thursday, February the 9th, the combined fleet appeared under sail in Toulon road, and were employed in forming a line of battle. Admiral Matthews having previously ordered

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his fleet to unmoor and heave short, made the signal to weigh anchor at ten o'clock, with the wind westerly; and half an hour after, made the signal for his fleet to draw into a line of battle a-head. (See Note 34.) He kept plying to windward all the afternoon, between the islands and the main land, in the bay of Hieres, expecting the Combined fleet would bear down upon him: but as they did not, Admiral Matthews left cruizers to watch their motions, and anchored that night in the bay of Hieres; his fleet, for want of room, not having been able to form the line as ordered.

As soon as they came to an anchor, Vice-Admiral Lestock went on board the *Namur*, with a design to concert with Admiral Matthews, on the proper measures for attacking the Combined fleet to advantage. Admiral Matthews, on this occasion, did not treat Mr Lestock with the respect due to his rank: For, on the Vice-Admiral's asking him if he had any particular orders or instructions for him? he said No; observed it was a cold night, and desired him to go on board his own ship again.

On Friday, February the 10th, at day-break, the British fleet weighed anchor, with a land-breeze; and at seven, the Admiral made the signal for the fleet to draw into a line of battle, one ship astern of another, with a large wind; and for those who were to lead, to do so with the starboard tacks abroad by a wind. The Vice and Rear-Admirals repeated the signal; but, owing to there being little wind, with a high western swell, the fleet was prevented from getting out of the bay, in the disposition of battle according to the signal abroad. Indeed, it was with the utmost difficulty and danger, that the ships were, by the assistance of all their boats, for many hours, kept clear of each other. Upon discovering the enemy, the body of their fleet appeared standing towards the British fleet, bearing S. W. distant about four or five leagues: with them the wind seemed westerly, while, with the British fleet, it was easterly. About one o'clock, the Admiral made the signal to draw into a line of battle, one ship ahead of another; and, at two o'clock, he hoisted a blue flag at the mizen top-mast-head, and fired a gun; which signal, by the eighth article of the fighting instructions, is, for him who commands in the third post, and the ships in

the larboard quarter, to haul their wind on the larboard tack; but, by the ninth article of the sailing instructions, it is for all the ships of the fleet to bring to, with the larboard tacks on board. The Admiral brought to; the junior Admirals repeated the signal, and the fleet brought to with the larboard tack on board. The wind at this time was almost gone, and the swell was driving them nearer and nearer to the island of Porquerole. At three, the Admiral made the signal for the fleet to draw into a line of battle, one ship abreast of another, and, with a breeze of wind easterly, stretched with his division to the south-westward; the Vice-Admiral and his division to the westward; while the Rear-Admiral and his division, made all the sail they possibly could, in order to extend the fleet, and form the line of battle. In the evening of this day, there was no regularity in the disposition of the fleet: the Rear-Admiral's division had straggled, and was a great way astern of the centre; neither was the centre, nor the Vice-Admiral's division, formed in order of battle. The enemy, on the contrary, was in a well-formed line, and not above four or five miles distant, to the number of thirty-six sail; twenty-eight of which were of the line; viz. sixteen French, and twelve Spanish; the other eight were frigates and fire-ships. M. de Court, the French Admiral, and Commander in Chief, was in the centre, with a white flag at the mizen top mast-head; M. Gabaret, with a cornet or swallow-tail, was in the van; and Don Navarro, the Spanish Admiral, with the ships of his nation, composed the rear division of the Combined fleet. He had a flag at the mizen top-mast-head of the Real, a ship carrying one hundred and fourteen guns.

About half an hour after it was dark, Admiral Matthews made the signal to bring to; the windwardmost ships to bring to first, and to lie by with their larboard tacks on board. The fleet accordingly brought to, being very near the enemy, and in sight of them all night, the wind variable in the eastern quarter. The Admiral ordered the Essex and Winchelsea to observe the enemy all night, and to make signals accordingly. Though the British fleet was so near, that the Admiral could number their ships even after the moon was down; yet it was found at day-break, on the 11th, that the confederate fleet had

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made sail in the night, and thereby increased their distance from the British fleet, which, by means of the currents, had been driven between the enemy and Toulon, Cape Sicie bearing N. N. W. distant four leagues*.

On perceiving the British fleet, M. de Court made the signal for the line of battle upon a wind, the Spaniards composing the rear. At this time the British fleet was much extended; so that, from the headmost ship of their van, to the sternmost ship of their rear, the distance was at least three leagues: Neither was the Combined fleet close together, but seemed to extend about two leagues. As day dawned, Admiral Matthews perceived, with regret, that the divisions of his fleet were not in the close order he could have wished. At half past six o'clock, he made the signal to sail. Vice-Admiral Lestock, with his division, was at this time full five miles astern of him, occasioned by his having brought to so far to windward. The Confederate fleet made sail, with their topfails set, and sometimes setting their foresails, stretching, in good order of battle, to the southward. The British fleet continued to follow them; but, as the rear division was at so great a distance from the centre, and the van not so close as it should have been, the Admiral, at half past seven o'clock, made the signal for Rear-Admiral Rowley and his division to make more sail; which signal the Vice-Admiral repeated; and soon after the like signal was made for the Vice-Admiral and his division. At eight o'clock, the Admiral made the signal for the fleet to draw into a line of battle, one ship abreast of another, with a large wind; and, half an hour after, he made the signal for the fleet to draw into a line of battle, one ship ahead of another. These signals were properly repeated by the junior flags.

M. de Court, if his orders had been discretionary, would most probably have avoided an engagement, on account of the evident superiority of the British fleet, which cut off every prospect of success. Such were his movements, however, that it was not easy to guess at his intentions. He seemed rather

* Vice-Admiral Lestock, in his defence, says, "At day-break, finding myself at a greater distance from the Admiral than at night, when I brought to, occasioned by a shift of wind, eddy, or in-draught of the islands, while he was in the offing, in the power of the currents, I made sail; and by the time the fleet was ordered to make sail, I was near abreast of him, though our divisions were far from being closed."

ther inclined to draw the British fleet after him, towards the Straits mouth, than to come to a general action. This Admiral Matthews perceived; and he conjectured that it was either with a design to get out of his power altogether; or that, being reinforced by the Brest squadron, M. de Court might then endeavour to bring on an engagement with the British fleet, with every advantage in his favour. These reasons induced Admiral Matthews to bring on an engagement without loss of time, but unfortunately before that order for battle was established in the disposition of his fleet, which, no doubt, would have greatly facilitated all his designs, and in the end must have led him to victory. Accordingly, about half an hour after eleven o'clock, he made the signal for engaging. This signal was repeated by Rear-Admiral Rowley, but not by the Vice-Admiral, he being at too great a distance to engage. Admiral Matthews still continued the pursuit, but gained little on the enemy. Being abreast of the Spanish Admiral, he thought, by engaging him, to bring on a general action, expecting that the van of the enemy would necessarily come to the assistance of their rear.

About one o'clock, the Admiral, in the *Namur*, was abreast of the *Real*; and Rear-Admiral Rowley, in the *Barfleur*, abreast of the *Terrible*, M. de Court's ship, in the centre of the Confederate fleet. The Admiral, finding that he could not bring up his van with the van of the enemy, on account of the superior sailing of the French ships, at half past one o'clock bore down within pistol-shot, and began to engage the Spanish Admiral with the greatest intrepidity. Presently after, Rear-Admiral Rowley did the same with M. de Court. At this time, Vice-Admiral Lestock, with his division, was unavoidably a great way astern: as it has since appeared by his court-martial, that he pointedly obeyed every signal made by Admiral Matthews; that his distance being increased in the night, was not owing to any fault of his; and that, on the morning of the 11th, he, in compliance with the signal then abroad, carried a press of sail on his own ship, and used all the means in his power to come and assist the centre with his division; but, incumbered as he was with a foul ship, little wind, and a great swell, it was out of his power to reach his station in proper time, unless the Admiral had shortened sail, and waited

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waited for the rear division closing with the centre; which, however, he had not judged it proper to do.

No pains shall be spared to throw all possible light upon this important, but unfortunate affair. As the glory and prosperity of this nation in a great measure depends upon the behaviour of our naval commanders, it is of very great consequence to know, whether a failure, with appearances so much in our favour, proceeded from any unforeseen cause, or from the unhappy infatuation of an individual.

Admiral Matthews was nobly supported by Captain Cornwall in the Marlborough, who attacked the Isabella, Don Navarro's second stern; and also by the Honourable Captain Forbes in the Norfolk, who attacked the Constant, Don Navarro's second ahead. The Princessa, Bedford, Dragon, and Kingston, fired at the Poder, the Spanish ship next a-head of the Constant. The Orient, Amerique, and Neptune, the three ships immediately ahead of the Poder, exchanged a broadside with the headmost ships of the British centre, and then continued their course to the southward with the French squadron. The five other Spanish ships were a considerable way astern of their Admiral; but a breeze springing up, they came very opportunely to Don Navarro's assistance a little before the battle ended. The Vice-Admiral and his division endeavoured to prevent this junction, but in vain: the breeze had not reached him with any effect: they were nearly becalmed with every sail they could set.

Rear-Admiral Rowley engaged the French Admiral very warmly, and was well supported by Captain Osborn in the Princess Caroline his second stern. Captain Hawke in the Berwick, displayed great bravery: The Chichester and Boyne also fired at the French, but at too great a distance to do any execution. The Stirling Castle, Warwick, and Nassau, the three headmost ships of Rear-Admiral Rowley's division, did not bear down and engage the enemy, according to the signal then abroad, although there was no signal of direction to the contrary, but kept their wind. In this position, however, they did very material service; having prevented the French van division, for a considerable time, from tacking and doubling upon the British, and in going to the aid of their own centre.

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The Norfolk obliged the Constant to quit the line, very much disabled. The Spanish Admiral perceiving it, he and his second astern, notwithstanding the warm work they were engaged in against the Namur and Marlborough, fired some guns at her, in hopes of making her return to her duty in the line; but to no purpose. The Norfolk was unable to pursue her, her masts, yards, and rigging being much shattered. The Namur and Marlborough were so near aboard of each other, that Admiral Matthews was obliged, in the heat of action, to fill his sails and go ahead. They had at this time little wind and a great swell, and his ship so much disabled, that it was with the utmost difficulty they could govern her. The mizen top-sail was handed to prevent the mast and rigging from falling about their ears, although they had reefed new braces three several times. In this state, it was not in his power to give the Marlborough the assistance Captain Cornwall required, whose behaviour merited the greatest applause. The Marlborough was rendered a perfect wreck: her gallant commander had the misfortune to lose both his legs by one shot; at three o'clock her main and mizen masts were shot by the board, and their fall put a period to the life of her brave Captain. Lieutenant Frederick Cornewall most gallantly continued the action, and showed himself worthy of supplying the trust that devolved to him on the death of his unfortunate uncle.

Notwithstanding the evident distress of the Marlborough, none of the British ships astern of her gave her the least assistance, but continued to windward, keeping up an useless fire at the Spanish ships in the rear, and who were not within reach of their shot. The Poder fired with great briskness at several of the British ships, whose reluctant Captains made but a feeble and ineffectual return, till Captain Hawke of the Berwick gallantly bore down, and engaged her very closely. The Poder, at the first broadside, had twenty men killed, and seven of her lower deck guns dismounted: in less than twenty minutes after, her masts fell, and she struck her colours. Captain Hawke sent an officer and some boats to take possession of her: the Captain, and most of the principal officers were sent on board the Berwick.

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At this time, the Spanish Admiral's ship lay quite disabled, with her stern towards the Marlborough, her seconds forced out of the line, and the rest of the Spanish ships astern. It was then, that Admiral Matthews made the signal for the Ann galley fire-ship to prime with all expedition, and go down and burn the Real. A cruel expedient! and scarcely to be justified by the rules of war, unless in case of self-defence, or in a harbour; but terrible in the open sea, in the midst of a fair battle, and where an enemy had behaved with such remarkable intrepidity as Don Navarro and his crew exhibited on this occasion. When the dreadful effects of this infernal device are attended to, and that it is the means, when employed, of plunging a number of gallant men at one blast into eternity, Who is there but must feel an inexpressible pleasure at its miscarriage?

While the fire-ship was preparing, Admiral Matthews made the signal for the barges and pinnaces of the ships of his division to come and tow the Marlborough out of the line; the Namur and Norfolk being the only ships which afforded her any kind of assistance during the action. Before the boats had time to comply with this signal, at half past four o'clock, the Ann galley fire-ship crowded sail, and bore right down on the Spanish Admiral. Two or three of the Spanish ships, which had now nearly joined their division, pressed forward, on seeing this alarming occasion, bringing every gun they were able, to bear on the fire-ship; but their distance was too great, to do her any material injury. All eyes were now rivetted on the Real, whose destruction was every minute to be expected. In her present situation, she could only bring a few guns to bear on the Ann galley; yet such as were fired, were extremely well pointed; and she kept up such an incessant play of small arms, as induced Captain Mackie of the fire-ship, to order his lieutenant, mate, gunner, and two seamen, to quit the deck, while he boldly kept his station with a match in his hand. The boatswain, with eleven of the crew, were in a yawl alongside, ready for receiving the Captain, and those that should remain with him, after finishing this dreadful business.

Don Navarro, who had given the most signal proofs of invincible courage in the noble defence he had made, neglected no expedient, at this critical moment, to frustrate the plan

which was laid for his immediate destruction. With great difficulty, he brought a few of his lower deck guns to bear on the fire-ship; to these he in a great measure owed his preservation, as all his shot took effect. He likewise sent a launch full of men to board her, and tow her clear of him. When Captain Mackie saw this, he found that not a moment was to be lost; his ship was sinking very fast, and, although not so close as he wished to the Real, he fired his guns in the waste, at the launch. This is what is supposed to have set the vessel on fire; for she was with ketches unlaid, scuttles open, funnels uncapt, running down in a hurry, ill prepared, and primed with loose powder only. But to whatever accident it might be owing, the fire-ship blew up by the stern, and sunk by the head, going down all in a blaze when very near the object of her destination, with the Captain, Lieutenant, mate, gunner, and two quarter-masters on board. One of the last was taken up alive, and lived about a fortnight. A boy was killed in the yaul by the explosion. The launch endeavoured to take the yaul, but a barge came very opportunely to her assistance, and took her in tow. The sinking and blowing up of the fire-ship, in the manner described, may be deemed a fortunate circumstance; for had she been boarded by the Spanish launch before these events took place, they might have sent her down on the Marlborough, then at no great distance, entirely disabled, and having no ships to cover or protect her.

M. de Court perceived the danger that Don Navarro was in, and at the distance he then was, the Rear of the British fleet appeared to him to have joined their centre, so that he feared the Spaniards might be overpowered, well knowing that it is not an usual thing for British Captains to throw away their ammunition by firing at an unavailing distance. He therefore left off engaging Rear-Admiral Rowley, and his second, Captain Osborn, and made the signal to tack: when, eagerly bent upon what he supposed to be a most important and pressing service, that of extricating the Spanish Admiral from the danger with which he thought him surrounded, he would not so much as lose a moment's time to fire a broadside, but pressed on, and let slip the opportunity which presented itself of raking fore and aft several of the British ships, which he passed within pistol-shot. Rear-Admiral Rowley immediately

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made the signal for his division to tack, following the French squadron, and making all possible haste to join the British centre.

At this time, Admiral Matthews hauled down the signal to engage the enemy, and also the signal for the line of battle; making the signal to give over chace: but, at half-past five o'clock, he made the signal for the fleet to draw into a line of battle ahead. There was then but little wind, and so great a swell, that the ships could only wear. The Admiral wore, and formed the line of battle on the larboard tack. This last manœuvre of the Admiral's, appears to have been made with a design to collect his fleet, draw them out of the confusion they were in, and arrange them in proper order for battle, which he had every reason to think would be speedily renewed; the French squadron being now at hand, and in an extremely well-formed line. They crowded, however, to the assistance of the Spaniards. The *Poder* prize being dismasted, and being unable to follow the British fleet when they wore, was retaken by the French squadron; she having on board a lieutenant and twenty-three men, belonging to the *Berwick*. The *Dorsetshire*, *Essex*, *Rupert*, and *Royal Oak*, wearing at the time the Admiral did, brought them nearer to the sternmost ships of the Spanish squadron, which had by this time joined their Admiral in a close line. In passing each other, being on contrary tacks, a short action took place, in which the *Namur*, *Dunkirk*, and *Cambridge* joined, but with little execution on either side. This cannonade, which did not last long, put an end to the battle. Day-light was almost gone, and the British fleet passed on, leaving the Confederate fleet astern.

The *Namur*'s masts having received much damage, the Admiral, about eight o'clock, shifted his flag to the *Ruffel*; of which he sent intimation to the Vice and Rear-Admirals. In the morning of the 12th, the enemy's fleet was discovered to the S. W. distant four or five leagues, the wind being at E. N. E. The British fleet made towards them with a press of sail. At seven o'clock, the *Somerfet*, which had separated in the night, and was at some distance from the fleet, fell in with, and engaged a Spanish ship, the *Hercules*, which had in like manner separated from the Confederate fleet. The action lasted half an

hour, but was put an end to by some of the French ships coming to the aid of the Hercules; on which the combatants made for their respective fleets. At nine o'clock, the Vice-Admiral made the signal for his division to give chase to the S. W. and crowded sail ahead of the fleet. At eleven, the Admiral made the signal for the fleet to draw into a line of battle, one ship abreast of another. The Admiral brought to on the starboard-tack, in order to collect his fleet; at three, he made the signal for the Vice-Admiral and his division to make sail, which was immediately complied with; and at half-past three, the Admiral made the signal for the Rear-Admiral and his division to make more sail. The British fleet was now formed in an excellent line of battle, and kept going down on the enemy, who were retreating in great disorder before the wind. The Spanish squadron was ahead, and to leeward of the French. Don Navarro's flag was still on board the Real, disabled as she was, without a top-mast or yard across, and towed by one of their own squadron, supposed to be the Isabella. Another of the Spanish ships was without a main top-mast; a third without a fore top-mast; and a fourth without a bowsprit. The Poder, who had struck to the Berwick, but who was retaken by the French squadron, being dismasted, fell so far astern, that the enemy perceived she must presently fall into our hands again. To prevent this, they set her on fire, and abandoned her. The Admiral sent the Essex to take possession of her; but Captain Norris finding her already on fire, increased the flame, and she blew up in the night.

At half past five in the evening, the fleet brought to; little wind from the N. E.; the enemy then bearing S. W. by W. distant two leagues. In the course of this day, the Admiral dispatched the Marlborough to Mahon, under escort of the Oxford; and in the evening, the Burford, Captain Watkins, joined the fleet from Hieres bay, whither she had gone in quest of the fleet. Not finding them, the Captain sent his boat on shore to obtain intelligence; while there, he heard a distant cannonading, and concluding that it must be the two fleets engaged, he immediately slipped his cable and put to sea (without waiting the return of his boat) in search of the fleet; eager to give his

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aid, and share in the honours of the day. At ten o'clock, at night, the British fleet lost sight of the enemy's fleet.

On the 13th, at half an hour after ten in the morning, the Admiral fired ten guns, being the signal for the fleet to make sail, perceiving the enemy had made sail to the westward, the wind then blowing fresh; and, at day-break, the Vice-Admiral made the signal for seeing above twenty sail of the enemy, then bearing W. S. W. At seven o'clock, the Admiral hoisted a red and white flag, striped, at the flag-staff at the fore top-mast-head, and fired a gun; which signal, by the thirteenth article of the fighting instructions, is, for the Vice-Admiral and his division to draw into a line of battle, one ship ahead of another; but, by the fourteenth article of the sailing instructions, it is for the Vice-Admiral to send ships to chace. Upon this, the Vice-Admiral repeated the signal; and, with his division in a line of battle, one ship ahead of another, gave chace. They gained upon the enemy; and as they came nearer, plainly saw from the deck, the Real in tow. At eight o'clock, the Admiral made the signal for the ships to windward to bear down into his wake. At nine, he made the signal for the fleet to give over pursuit: a most unfortunate measure; as, had he continued the chace a few hours longer, the enemy must either have abandoned their crippled ships, or come to an engagement on very disadvantageous terms. Admiral Matthews assigned as a reason for acting as he did, that he saw no prospect of bringing the Confederate fleet to action: that if he had continued the pursuit, he might have been drawn towards the Straits' mouth, and by this means have left the coast of Italy wholly unprotected: that as his instructions bound him to pay the utmost attention to that point, he did not care to proceed farther, as he had received information that the Spaniards had collected a number of vessels in their ports, in order to transport twelve or fourteen thousand troops to Italy.

In order to prevent this embarkation taking effect, Admiral Matthews endeavoured to regain the Italian coast; but strong contrary winds would not permit him. He therefore looked into the Bay of Roses, imagining some of the enemy's ships might have put in there; and that by shewing them the fleet was once more on the coast, they might be induced to drop their

their scheme of transporting troops to Italy. He was of opinion, too, that all he could have gained by the pursuit of the enemy's fleet, would have been the taking of the Real; and he deemed the protection of the coast of Italy of greater importance to the common cause. The wind still continuing contrary, he was compelled to run into the harbour of Mahon, where he suspended Vice-Admiral Lestock from his command, and sent him to England.

The loss the British sustained in the action, on the 11th of February, was as follows: On board the *Namur*, eight men killed, and twelve wounded; among the latter, was Captain Russel, who had his left arm shot off, of which wound he died soon after at Mahon: the ship received considerable damage, and all her masts were wounded. In the course of a few days after the action, Admiral Matthews quitted the *Russel*, and re-hoisted his flag on board the *Namur* again. On board of the *Marlborough*, Captain Cornwall and forty-two men were killed, among whom was Captain Godfrey of the marines, and Mr Robert Cotton the master; one hundred and twenty men were wounded, and of these no less than twenty died in three days; Lieutenant Frederick Cornwall had his right arm shot off; the ship was very much damaged, and, when towed out of the line, had lost her main and mizen masts. The *Norfolk* had nine men killed, and thirteen wounded, and was much damaged in her rigging. The *Barfleur* had twenty-five men killed, (five of these by the bursting of one of the quarter-deck guns), and twenty wounded. The *Princess Caroline* had eight men killed, and twenty wounded. The *Princessia* had her fore top-gallant-mast shot away, and her main top-sail split, nearly from top to bottom, by which she fell out of her place in the line.

The loss the Confederates sustained was pretty considerable. On board the *Royal Philip*, or the *Real*, five hundred men were killed or wounded; among the former was Don Nicholas Geraldine, the Captain of the ship; and among the latter, was Admiral Navarro, who received two slight wounds: the ship was rendered almost a wreck. The *Neptuno* lost near two hundred men; among the killed was her Captain, Don Henry Olivarez, with his First Lieutenant, and four other officers. The *Isabella* lost near three hundred men, and had several of-

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It appears, that the spirit of discord had spread its baneful influence on board of the Confederate, as well as the British fleet; and that Admiral Navarro was very ill-pleased with the conduct of M. de Court on the day of action. He represented it in such a light to the Spanish Ministry, that, soon after his arrival in port, he was deprived of the command of the fleet, and superseded. This gallant old officer, now near eighty years of age, was greatly hurt by this indignity; and could not disguise his sentiments, in the letter he wrote to the Bishop of Rennes, then Ambassador from France, at the Court of Madrid; wherein he says, "It is well known, my Lord, that the sea-officers in the service of Spain, have been for a long time a good deal out of humour with France; and that so long ago as the year 1741, I had the good fortune actually to save the Spanish Squadron under the command of M. Navarro; and I saved it, in spite of all that officer could do; who, out of mere affectation, stood out to sea, in sight of Admiral Haddock, though he very well knew, that it was my order to keep within sight of land; and that I was not bound to hazard the Squadron under my command, for the sake of braving the English, under an Admiral whose courage was not then to be questioned: having appeared on all occasions, even to the Spaniards themselves, above suspicion." And he concludes with these remarkable words: "It was not I, my Lord, who forced M. Navarro to fight against all the rules of war and prudence; it was not I who separated his ships from him, and threw him into danger: but, after he had taken so much pains, in spite of all that I could do, to get himself handsomely beat, it was I who came to his assistance, and gave him an opportunity of getting away, which otherwise he never could have had."

But, in order to pursue the thread of this disagreeable narrative without interruption, we shall proceed to give a succinct detail of the consequences which followed Vice-Admiral Lestock's suspension; viz. the courts-martial held on Admirals Matthews and Lestock, and on several of the captains and officers, whose conduct on the day of battle was reprehensible; and

and shall conclude it, with setting down what appears to us to have been the principal causes of the miscarriage in this unfortunate affair, which may be attributed to the confusion and defects of the means by which the Admiral had to communicate his orders.

1745.

The recrimination of Vice-Admiral Lestock, on the conduct of Admiral Matthews, made the miscarriage in the Mediterranean appear of so much importance, that the House of Commons determined to make enquiry into the causes of it; and they set aside Tuesdays and Thursdays for that business, which commenced March 12th 1745. Vice-Admiral Lestock, and many other officers were examined at their bar, and Admiral Matthews in his place, he being a Member of the House. This business took up the attention of the Commons till the middle of April, when, after a long debate, they came to the resolution to address his Majesty on the subject. And, accordingly, on the 18th of April, the Commons, with their Speaker at their head, waited on his Majesty at St James's, when the Speaker requested of the King, "That he would be graciously pleased to give directions that a court-martial may be held in the most speedy and solemn manner, to enquire into the conduct of Admiral Matthews, Vice-Admiral Lestock, Captains Burrish, Norris, Williams, Ambrose, Frogmore, and Dilk, in and relating to the late engagement between his Majesty's fleet and the Combined fleets of France and Spain off Toulon, and the Lieutenants of his Majesty's ship the Dorsetshire, then abroad, and all other officers, who are, or shall be charged with any misconduct in that action, and to try them for the same: and that his Majesty would be pleased to appoint a proper person or persons to collect all the evidence necessary for the trials of the said several Commanders and officers, and to prosecute them effectually, in order to bring those to condign punishment, through whose misconduct it shall be found that such discredit has been brought upon his Majesty's arms, the honour of the nation sacrificed, and such an opportunity lost of doing the most important

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"important service to the common cause." To which address his Majesty was pleased to return the following answer: "Gentlemen, I will give proper orders for the speedy and effectual holding of courts-martial, according to your desire. I am sensible how much depends upon preserving an exact discipline in the fleet, and of the necessity there is of bringing to justice such as have failed in their duty on this important occasion."

His Majesty issued orders, in consequence of the above address, to the Board of Admiralty to assemble courts-martial as soon as possible, for the trial of such officers as were accused of not doing their duty in the late sea-fight off Toulon. Accordingly they issued a commission, dated September 11th 1745, to Sir Chaloner Ogle, knight, Admiral of the Blue Squadron of his Majesty's fleet, to be President of the court-martial; which assembled on board his Majesty's ship the London, at Chatham, September 23d 1745. The court was composed of

Sir Chaloner Ogle, knight, Admiral of the Blue, President.

Perry Mayne, Esq; Rear-Admiral of the Blue.

William Smith, Esq; Commodore.

CAPTAINS

William Parry.

Francis Geary.

Charles Wyndham.

Smith Callis.

William Chambers.

George Bridges Rodney.

James Rentone.

Robert Erskine.

Robert Allen.

John Pitman.

Thomas Frankland.

Edward Spraggé.

Sir William Hewit, Bart.

Robert Swanton.

Charles Coleby.

Hon. Archibald Stuart.

Sheldrake Layton.

George Elliot,

Joseph Hamer.

AND

Sir Charles Molloy, Knt.

John Orme.

The first brought to trial were Henry Page, Charles Davids, William Griffiths, and Cornelius Smelt, Esqrs. being the four Lieutenants of the Dorsetshire. They were accused of

having advised their Captain, George Burrish, Esq; not to bear down upon the enemy. Of this charge they were all acquitted.

On the 25th of September, the Court proceeded to the trial of Captain George Burrish of the Dorsetshire. There were five articles laid to his charge, which were to the following purport, viz. 1. For not engaging within point-blank, withdrawing from the fight, and not keeping his proper station in the line. 2. For not bearing down and engaging in his proper station, notwithstanding the Admiral sent two several orders so to do; in reply to which orders, the Captain pleaded, that he had no powder filled, although a battle had been expected for several days preceding. 3. For expending his ammunition to no manner of purpose, when he was not within point-blank distance of the enemy, contrary to his instructions and his duty. 4. For not affording assistance, and going to the relief of the Marlborough, (though the next ship to her, and capable of so doing) agreeable to his instructions, and to two several orders sent him by Admiral Matthews. 5. For not covering and conducting the fire-ship, when she blew up without doing any execution, notwithstanding her deceased Captain hailed him, and requested assistance from him. The Court, after having heard witnesses for the prosecution and the prisoner, on the 9th of October pronounced the following sentence: "That by reason of Captain Burrish lying inactive for half an hour, when he might have assisted the Marlborough, and not being in a line with the Admiral, when he first brought to, he is guilty of part of the charge exhibited against him, as he did not do his utmost to burn, sink, or destroy the enemy, nor give the proper assistance to the Marlborough, till after the message he received from the Admiral: That he is guilty on the 12th and 13th articles of the Fighting Instructions, and that therefore the Court adjudged him to be cashiered, and for ever rendered incapable of being an officer in his Majesty's Navy."

On the 10th of October, the Court proceeded to the trial of Captain Edmund Williams of the Royal Oak. The charges against him amounted to four, the purport of which were,

1st, That he did not bear down and engage the enemy, but kept back from the fight, to windward of his station in the line.

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1745.

2d, That he expended his ammunition to no manner of purpose, by firing at the enemy when not within point-blank distance, or even at random-shot distance.

3d, That he neglected giving assistance to the Namur and Marlborough, then hard pressed by the enemy, when he had it in his power so to do.

4th, Disobedience of the Admiral's signals.

The Court found, that Captain Williams failed in his duty, by not being in a line with the Admiral, and by keeping to windward of the line during the greatest part of the action, and not within a proper distance to engage with any effect, during the most part of the time he was engaged. But, in regard of his long services, and his eye-sight being very defective, and other favourable considerations, the Court were unanimously of opinion, that all this greatly weighed in mitigation of the punishment due; and therefore only adjudged him as unfit to be employed any more at sea; but recommended him to the Lords Commissioners of the Admiralty, to be continued on the half-pay list, according to his seniority. This their Lordships complied with; and Captain Williams was afterwards appointed a superannuated Rear-Admiral in 1747.

On the 18th of October, the Court proceeded to the trial of Captain John Ambrose of the *Rupert*. The charges exhibited against him, were nearly the same as those exhibited against Captain Williams, with the additional one, of his neglecting to cover and protect the *Ann-galley* fire-ship, when bearing down to burn the *Real*. The Court found, that he had failed in his duty, in not engaging closer than he did, when he had it in his power: But, in regard that, both before and since the action, he had borne the character of a vigilant officer, and that his failure in the action seemed to have arisen from a mistake in judgment; the Court only sentenced him to be cashiered during his Majesty's pleasure, and mulcted of one year's pay for the use of the Chest of Chatham. His Majesty, however, was pleased to restore him to his rank; and, in 1747, he was put on the superannuated list, as a Rear-Admiral.

Captain Dilk of the *Chichester* was next tried, for not bearing down and engaging the enemy closer, when he had it in his power so to do. The Court found the charge proved; and, by their

sentence, he was dismissed from the command of the *Chichester*. But his Majesty was afterwards pleased to restore him to his rank, and to place him on the half-pay list.

Captain Frogmore of the *Boyne*, was among the number of accused Captains; but died before he returned to England.

Captain Norris of the *Essex*, accused by his officers of bad behaviour in the engagement off Toulon, was brought to a court-martial at Mahon, on board the *Torbay*, January 28th 1745. Of this court-martial Vice-Admiral Rowley was President, and the following Captains members:

J. Gascoigne.	R. Hughes.
H. Osborn.	Hon. Geo. Murray.
Jos. Lingen.	Will. Dilk.
C. Drummond.	Tho. Pye.
Tho. Fox.	John Lovett.
Chas. Watfon.	Ja. Hodsfall.
Tho. Cooper.	R. Watkins.
Hon. Geo. Townshend.	M. De L'Angle.
Ed. Strange.	John Watkins.
Matt. Mitchell.	G. R. Vanburgh.
Rob. Pett.	John Wilfon.
C. W. Purvis.	Hon. Will. Farmer.
Rob. Maynard.	

Captain Norris having resigned the command of the *Essex*, on account of ill health, had intended going to England; but learning how much his character was aspersed by his officers, he applied to Vice-Admiral Rowley for a court-martial, to enquire into his conduct on the day of action. The Vice-Admiral did not think he had power to order one, without orders from the Admiralty, as Captain Norris had quitted his command. Captain Norris then made application to the Admiralty, for an order to Vice-Admiral Rowley to hold a court-martial on him, which he obtained; and they sat, as above mentioned. Lieutenant Edward Jekyll, second Lieutenant of the *Essex*, was the accuser of Captain Norris. The Court wished that he (Mr Jekyll) should be sworn: this he refused: and the Court proceeded for several days in examining witnesses. But on a motion being made and seconded on the 5th of February

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bruary, whether the Court had any right, or ought to come to any determination on the matter now before them, as Captain Norris was not in his Majesty's service or pay*, but rather that they should transmit the whole of their proceedings on this enquiry to the Right Honourable the Lords Commissioners of the Admiralty; the Court came to the resolution so to do.

Lieutenant Jekyll wrote to the Secretary of the Admiralty an account of the treatment he had received from the Court, as did Lieutenants Palliser, Gore, and Peyton, (the other Lieutenants of the *Essex*), on the same subject. These letters, together with the proceedings of the court-martial, made part of the papers laid by the Admiralty before the House of Commons, where the conduct of the court-martial and its partiality was most severely animadverted on, and a heavy censure passed on it. Captain Norris was ordered home in the same ship with the Captains who were to take their trials in England; and he came in her as far as Gibraltar. From thence, being conscious of his guilt, he went into Spain, changed his name, and remained for ever in obscurity.

At the same time that the Lords of the Admiralty appointed Sir Chaloner Ogle, President of the court-martial for the trials of the four Lieutenants of the Dorsetshire, Captains Burrish, Williams, Ambrose and Dilk, and Admirals Matthews and Leftock, they granted a commission, which was addressed to Sir Chaloner Ogle, and by him read to the Court, appointing John Sharpe and Philip Crespigny, Esqrs. to collect the evidence necessary to support the several charges exhibited against the before mentioned officers, as also the evidence necessary to support the charges against Captains Robert Pett, George Sclater, Temple West, Thomas Cooper, and James Lloyd, who were severally accused, by Vice-Admiral Leftock, of misconduct in the sea-fight off Toulon. In consequence of this complaint, the above five Captains were tried by a court-martial. The two first were acquitted; but the three last were cashiered. Their case was considered as extremely hard. Many circumstances appearing in their favour, the sentence was generally reprobated as severe, and bearing no proportion to the faults proved against them. All
of

* He had resigned the command of the *Essex* a short time before, and was on half-pay.

of them, besides, bore most excellent characters, were esteemed good officers, and much esteemed in the navy. His Majesty, therefore, was pleased to restore them to their former rank in the service.

The Court adjourned, and did not sit again till the 6th of May 1746, for the trial of Vice-Admiral Lestock. It was now held at Deptford, on board of his Majesty's ship the Prince of Orange. And Sir Chaloner Ogle being obliged to go to Bath for the recovery of his health, the Court was composed of the following gentlemen :

Perry Mayne, Esq; Rear-Admiral of the Blue, President.
Hon. John Byng, Rear-Admiral of the Blue.

CAPTAINS

Hon. Edward Legge.	John Orme.
James Rentone.	Thomas Frankland.
Charles Coleby.	Hon. John Hamilton.
Joseph Hamer.	Sir Charles Molloy.
Smith Callis.	Robert Erskine.
John Pitman.	Charles Catford.
Thomas Hanway.	Edward Spragge.

This trial took up the whole of the month of May ; a very great number of witnesses having been examined for and against Mr Lestock. On the 3d of June, the Deputy Judge Advocate read the sentence of the Court ; which was, " The Court were of opinion, That the information the charge was founded upon, was not true ; and that the evidence in support of the charge, was not sufficient to make it good ; and that many witnesses in support of the charge, as likewise those in the Admiral's defence, had refuted the whole : Therefore, the Court unanimously acquitted Vice-Admiral Lestock of the whole and every part of the charge."

During the sitting of this court-martial, a very remarkable occurrence happened. On the 15th of May, the President of the Court was arrested by virtue of a writ of *capias*, issued by Sir John Willes, Lord Chief Justice of the Common Pleas, in consequence of a verdict which had been obtained by Lieutenant George Frye of the marines, against Sir Chaloner Ogle, Perry Mayne, and others, for false imprisonment and maltreatment in the West Indies, by means of an illegal sentence passed by a court-martial

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1746. martial against him, of which they were members. The arresting of the President highly offended all the members of the Court; and, not duly considering the great superiority of the civil law over the military, they, while heated with passion, entered into resolutions, in which they expressed themselves against the Lord Chief Justice of the Common Pleas with great disrespect and acrimony. These they sent, together with a remonstrance on the subject, to Mr Corbet, to be by him laid before the Lords Commissioners of the Admiralty. Their Lordships were much displeased at the indignity offered the Court, and laid their proceedings before his Majesty. The Duke of Newcastle, by his Majesty's command, wrote to the Lords Commissioners of the Admiralty; wherein he says, "His Majesty expressed great displeasure at the insult offered to the court-martial, by which the military discipline of the navy is so much affected; and the King highly disapproves of the behaviour of Lieutenant Frye on the occasion. His Majesty has it under consideration what steps may be advisable to be taken on this incident." The Lords Commissioners of the Admiralty, as well as the Secretary of State, had not been properly informed of the very great authority of the Lord Chief Justice of the Common Pleas, who, as soon as he heard of the resolutions of the court-martial, caused each individual member to be taken into custody, and was proceeding in legal measures to assert and maintain the authority of his office, when a stop was put to the process, by the following submission (signed by the President and all the members of the Court) being sent to Lord Chief Justice Willes.

"As nothing is more becoming a gentleman, than to acknowledge himself to be in the wrong, as soon as he is sensible he is so, and to be ready to make satisfaction to any person he has injured; we therefore, whose names are underwritten, being thoroughly convinced that we were entirely mistaken in the opinion we had conceived of Lord Chief Justice Willes, think ourselves obliged in honour, as well as justice, to make him satisfaction as far as it is in our power. And, as the injury we did him was of a public nature, we do, in this public manner, declare, That we are now satisfied the reflections cast upon him in our resolutions of the 16th and 21st of May last, were unjust, unwarrantable,

"able, and without any foundation whatsoever; and we do
 "ask pardon of his Lordship, and of the Court of Common
 "Pleas, for the indignity offered both to him and the Court."
 This paper was dated the 10th of November, was received in
 the Court of Common Pleas on the 14th, and ordered to be
 inrolled. A memorial, as the Lord Chief Justice then said, to
 present and future ages, that whoever set themselves up in
 opposition to the laws, or think themselves above the law,
 will, in the end, find themselves mistaken. Thus ended this
 extraordinary affair.

On the 16th of June, the trial of Admiral Matthews com-
 menced. Of this court-martial,

Perry Mayne, Esq; Rear-Admiral of the Red, was Presi-
 dent; and

The Honourable John Byng, Rear-Admiral of the Blue,	
Captain Miles Stapleton,	Captain Sir Charles Molloy, sen.
—— Hon. Ed. Legge,	—— Smith Callis,
—— James Rentone,	—— John Pitman,
—— Thomas Frankland,	—— Charles Catford,
—— Sir William Hewitt,	—— Thomas Hanway,
—— Charles Coleby,	—— George Elliot,
—— Hon. J. Hamilton,	—— Edward Spragge,
—— Sheldrake Laton,	A N D
—— Joseph Hamer,	—— John Orme,

were members. Vice-Admiral Lestock exhibited no less than
 fifteen different charges against him; the purport of which
 was, That through his misconduct, the miscarriage of his Ma-
 jesty's fleet in the Mediterranean was principally owing. Many
 witnesses were examined; and, after several adjournments, the
 Court, on the 22d of October, passed the following sentence,
 viz. "The Court having examined the witnesses produced, as
 "well in support of the charge as in behalf of the prisoner;
 "and having thoroughly considered their evidence, do unani-
 "mously resolve, That it appears thereby, that Thomas Mat-
 "thews, Esq; by divers breaches of duty, was a principal cause
 "of the miscarriage of his Majesty's fleet in the Mediter-
 "ranean, in the month of February 1744; and that he falls
 "under the 14th article of an act of the 13th of Car. II. for
 "establishing articles and orders for the regulating the better
 "government of his Majesty's navies, ships of war, and forces
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"by sea ; and the Court do unanimously think fit to adjudge
 "the said Thomas Matthews to be cashiered, and rendered in-
 "capable of any employ in his Majesty's service." This sen-
 tence was as little expected by the nation as it was relished by
 them. Perhaps it might be too severe ; but of this, profession-
 al men were surely far better judges than the nation in general.

We shall conclude this disagreeable affair, by observing,
 that on considering the whole of the management of the
 British fleet under Admiral Matthews, during the time it was
 in sight of the enemy, we may perceive the imperfect, but
 well-intended, endeavours of a man involved in a business, of
 which he was by no means master ; at the same time that
 he seems to have been wrapped up in a vain confidence of
 his own abilities, the inseparable companion of presumption
 and ignorance. Both the other flag-officers appear to have
 been inclined to act their parts with propriety ; and they did
 their duty well. The Vice-Admiral, in particular, shewed a
 zeal and attention which gives a very advantageous idea of his
 capacity as a seaman and an officer. It is to be wished that
 something favourable could also be said of the captains in ge-
 neral ; many of whom certainly did their duty with courage
 and conduct : others, no doubt, deserved all the blame which
 was laid to their charge : yet it is very difficult to judge of the
 degree of criminality which was imputable to each, when dis-
 order and uncertainty seemed to pervade the whole.

But the most obvious causes of the miscarriage, certainly ori-
 ginated in the very gross mistakes to which the signals and in-
 structions were subject, which, with their many defects, must
 have rendered it impossible, even for the utmost skill and ca-
 pacity, to conduct the fleet to advantage. In the evening of
 the 11th of February, it is certain that Admiral Matthews in-
 tended that the fleet should remain in a line of battle during
 the night, although the last signal made was to bring to ; but
 there being no provision for such an arrangement, the de-
 fect became fatal. In consequence of a shift of wind, of the
 position of the helms, or of the difference in the rate of driv-
 ing, the Vice-Admiral's division became considerably separated
 from the centre, in the course of the night, and could not be
 rejoined in time for action next day. The deficiencies in the

signals for lines of battle became more and more apparent, when we see the Commander in Chief alternately changing the signals from the line abreast to the line ahead, and from the line ahead to the line abreast; all which occasioned much delay, without his being able to produce what he intended, a line parallel to that of the enemy. And when it is considered, that neither of those lines, nor any signal of which he was possessed, could accomplish his purpose, we may be the more inclined to lay the miscarriage upon the gross negligence or ignorance, which, as would appear, must have pervaded the highest department of naval affairs, than even upon the flag-officer in this battle, who was the most culpable.—But, to return to the transactions of the fleet.

1744

Admiral Matthews, it should be observed, never lost sight of the orders he had received; and while he was at Minorca repairing his shattered squadron, he detached Commodore Long with some ships, to guard the coast of Italy, and to hinder the transportation of any succours or provisions for the Spanish army. The Commodore afforded very considerable aid to Prince Lobkowitz, while the Austrian army continued in the Pope's territories. The Admiral put to sea as soon as he was able; and, on the 13th of June, he fell in with eleven French xebecs near Marseilles, which were conveying a considerable reinforcement of men to the French and Spanish army in Lombardy. These he forced on shore: the troops escaped, but the vessels were completely destroyed. The republic of Genoa was awed by the presence of the British fleet; nor would his Sicilian Majesty have been allowed to violate his neutrality with impunity, had it not been occasioned by certain restrictions laid on the Admiral, since the elector of Saxony had become an auxiliary to our costly ally the Queen of Hungary. This very impolitic forbearance was from a respect to the Elector's daughter, who had lately married the King of the two Sicilies.

The cruisers of the fleet distressed the enemy very much. Captain Norris of the Essex being on a cruise on the coast of France, early in the morning of the 21st of May, got sight of twenty-six xebecs and settees plying to the eastward. On

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seeing the Effex, who was to windward, making for them, some fled to Marseilles, and others to Cassi creek, they not being able to fetch Ciotat. About ten, the Effex came to an anchor within two cables length of Cassi, and about a pistol-shot from the creek where the xebeques and settees had taken shelter. Captain Norris was of opinion, that by scouring the eastern side of the creek, and landing his marines under shelter of his cannon, he might drive the enemy from their vessels, and that his boats might then obtain possession of them. He resolved first to reconnoitre the place, and sent an officer in his yawl for this purpose; who reported, on his return, that the design was very practicable. The marines were immediately landed; on which they were attacked by a party of Spaniards, whom they repulsed, and compelled to retreat. The boats who landed them, boarded a xebeque and a tartan, which they warped out to the Effex. Captain Norris sent his boats directly back again with combustibles, with orders to set fire to the remainder of the embarkation, it being found impracticable to bring them out. Accordingly, three xebeques and eight settees were destroyed. The xebeques were armed, and served as convoy to the settees, who were laden with powder, cannon, other ordnance, stores, and some provisions. They had come from Majorca and Barcelona, and were bound to Antibes, where they were to embark troops for Italy. Their destruction was a very great loss to the enemy.

In consequence of orders from England, Admiral Matthews resigned his command to Vice-Admiral Rowley, September 8th; leaving him off Genoa with a fleet of thirty-four sail of the line, and seven frigates, besides fire-ships, bomb-ketches, and sloops of war. Large as this fleet was, it had considerable services to perform; namely, to secure the coast of Italy; to observe the motions of the Brest Squadron at Cadiz,—the French Squadron at Toulon,—the Spanish Squadron at Carthage; and to protect the British commerce in the Mediterranean. Admiral Rowley followed the plan laid down by Admiral Matthews. As the Court of Spain were in expectation of the arrival of Admiral de Torres from the Havannah, with an immense treasure, it was concerted, that the Toulon Squadron should put to sea, in order to form a junction with the Spanish fleet at Carthage, and the French Squadron at

Cadiz, in order to meet De Torres, and see him safe into port; or, by their junction, to have a superior naval force to the British in the Mediterranean. Accordingly, M. de Gabaret, with a fleet of sixteen sail of the line and four frigates, sailed from Toulon on the 20th of September.

At this time Commodore Osborne was cruising off the coast of Italy with only eight ships of the line; Admiral Rowley, with the remainder of his fleet, being gone to Minorca. The moment the Admiral heard of the Toulon Squadron sailing, he put to sea (the 7th of October) with all the ships he could muster, in pursuit of them, taking with him all the homeward bound trade: when, learning that the enemy had a design to destroy the store ships brought by Sir Charles Hardy to Lisbon, and now at Gibraltar, he made for the coast of Spain, and arrived off Alicant the 14th. Finding no ships there, he, the same night, dispatched two ships to look into Carthagea. They saw there Don Navarro's flag, and two Commodores pendants, with twelve sail of Spanish ships of the line, and four frigates, with their sails bent, ready for sea, and six others with their topmasts through the cap. There appeared to be no French ships among them.

On the 18th, Commodore Osborne joined Admiral Rowley with his Squadron. He brought certain intelligence, that, about fourteen days before, seven French ships of war had put to sea from Cadiz, taking with them his Majesty's ship the Solebay, of twenty guns, commanded by Captain Bury, which had been captured on the coast of Spain a little before. On the 25th of October, the Vice-Admiral received certain accounts, that six sail of French ships of war had passed by Gibraltar on the 12th, steering west; on which he made the best of his way for Cape St Mary's: and, on the 22d, being off there, he gave chase to three sail, supposed to be French; but, after a long pursuit, he could not come up with them. He then proceeded with his fleet to Gibraltar, where he found the ships with stores and provisions, of which his Squadron stood very much in need.

The French had suffered most severely by our cruisers; for, by a memorial which the Comte de Maurepas, Intendant of the Marine, had drawn up by order of the King of France, it appeared that the subjects of France sustained losses, from the commencement

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commencement of the war to the 1st of September, to the amount of L. 1,700,000 l.; that no less than seventeen merchants had, in the city of Marfeilles alone, become bankrupts; and that the like misfortune would inevitably befall many others, unless their trade was better protected. The French Ministry listened to the truths recorded in this memorial; and, by the sailing of their fleets, they had certainly more in view than the seeing of M. de Torres safe into port. Their squadrons became dispersed; some went to North America, others to the West Indies; while some returned to Brest. In order to protect their commerce in the Mediterranean, they had cruising ships quite from the extremity of that sea, as high as the island of Malta. This conduct of the French was not at all pleasing to the Court of Madrid, who expected they would have joined their fleet at Carthagená, and have acted in conjunction with them, where affairs might have rendered it necessary. Vice-Admiral Rowley dispatched the Turkey ships, and trade bound to England, under an escort of nine ships of the line, and, with the rest of his fleet, returned to Minorca, taking all the store-ships along with him.

TRANSACTIONS AT AND NEAR HOME.

It has been observed, that Sir Charles Hardy was sent out with a considerable squadron, (See Note 35.) to escort the trade for Lisbon, and the store-ships for Gibraltar, a considerable way to the westward. He sailed from England the end of April; and having learned that the French had a fleet cruising off the coast of Portugal, thought to be with a design to intercept the trade and store-ships, Sir Charles, therefore, proceeded with the whole of the fleet under his command, to the Rock of Lisbon, and saw the trade and store-ships fairly into the Tagus, on the 3d of May. On the 1st, he dispatched the trade for Oporto, under convoy of the Torrington and Grenada sloop, with orders to see them safe over the bar; which they did, and rejoined the fleet on the 4th.

On the 27th of April, Sir Charles Hardy made the signal for the Dreadnought and Grampus sloop to chase; when, after a pursuit

pursuit of fifty hours, they came up with, and took *La Médée*, a frigate belonging to the King of France, of twenty-six guns, and two hundred and forty men, commanded by M. d' Hocquart.

Early in the morning, on the 8th of May, Sir Charles Hardy made the signal for the *Northumberland* to chase a sail to the northward, at the same time making the signal not to chase out of sight: this, unfortunately, Captain Watson disregarded, and did not again rejoin the fleet. In the afternoon he got sight of three French ships of war *, who were bound for the West Indies; but, instead of returning to Sir Charles for more force, or to receive his orders, he made sail towards them. The enemy's ships were at a considerable distance from each other, which gave Captain Watson a very great advantage over them. The action began about five o'clock. As he advanced, the *Mars* poured a broadside into the *Northumberland*; this was immediately returned; but instead of bringing to, and attacking this ship, Captain Watson bore down to the *Content*, which lay near a mile to leeward. This enabled the enemy to bring their whole force into action, as the *Mars* immediately followed to the assistance of her colleague; whereas, had Captain Watson attacked the first ship, she must have been much disabled, or forced to strike, before the other ship of the line could have come up to her aid. After a bloody and close action, of upwards of three hours, the *Northumberland's* steering wheel was shot all to pieces, and the men at it killed: the ship, for some time, was ungovernable, and flung up in the wind. At this time Captain Watson was mortally wounded; and the Master gave orders to strike, before any of the Lieutenants could get on the quarter-deck to assume the command. This measure was very much contrary to Captain Watson's desire. The enemy suffered severely in the action; they had one hundred and thirty men killed and wounded; and their sails, masts, rigging, and hulls, greatly damaged. On board the *Northumberland*,

* Ships.	Guns.	Men.	Commanders.
<i>Mars</i> , . . .	68 —	580 —	M. du Perrier.
<i>Content</i> , . . .	60 —	480 —	M. de Conflans.
<i>Venus</i> , . . .	26 —	250 —	M. d' Aché.

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thumberland, eighteen men were killed, and thirty wounded. The ship was carried into Brest.

As soon as the officers and crew were released, the conduct of the officers was enquired into, by a court-martial, at Portsmouth, of which Vice-Admiral Stewart was president, and Rear-Admiral Medley, and thirteen Captains, were members. All the officers, except the master, were most honourably acquitted. The First Lieutenant received the thanks of the Court: the Master was sentenced to be imprisoned in the Marshalsea for life. Had Captain Watson returned and acquainted Sir Charles Hardy, of his having seen three French ships of war, in all probability they had all been taken: by his temerity he lost his life and the King's ship. Sir Charles came to an anchor, with the remainder of his squadron, at St Helen's, on the 20th of May, not having seen any thing of the enemy's fleet.

Soon after the return of Sir Charles Hardy, Vice-Admiral Martin was ordered to sea with a considerable fleet, (See Note 36.) Administration having received advice, that the ships with stores and provisions, destined for the use of the fleet in the Mediterranean, and which Sir Charles Hardy had seen the length of Lisbon, were now blocked up in that port by a squadron of French ships of war, and prevented from proceeding to Gibraltar, where they were very much wanted. The French fleet, consisting of fourteen sail of the line, and from which Commodore Anson had a very narrow escape, was commanded by M. de Rochambeau. They had left Brest, either in single ships, or, at most, two at a time; had rendezvoused in a particular latitude; and were so stationed, that, in all probability, they would have intercepted the convoy under the care of Sir Charles Hardy, if he had not had the precaution to proceed with his whole force, and escort it as far as the mouth of the Tagus. Being thus disappointed, M. de Rochambeau resolved to block up the store-ships; which was in a great measure disabling the British fleet in the Mediterranean, they being in great want of supplies of all sorts.

A strong fleet was immediately ordered to proceed to Lisbon; the command of which was given to Admiral Sir John Balchen, (See Note 37.) who hoisted his flag on board the Victory, the 19th of July, and sailed from St Helen's, the 28th. On their voyage

voyage to Lisbon, they took six French ships from St Domingo. M. de Rochambeau having obtained notice of Sir John's approach, very prudently retired to Cadiz. On sight of the British fleet, the store-ships left their asylum, and joined Sir John Balchen, who escorted them to Gibraltar bay. Sir John having performed this service, steered for England with his squadron. On the 28th of September, they lost sight of Cape Finisterre, and directed their course towards Ushant. On the 3d of October, they were overtaken by a violent storm: the squadron was dispersed, and drove towards the mouth of the Channel. Several of the ships were very much damaged, and in great danger, particularly the Exeter and the Duke. The former lost her main and mizen masts, and was under the necessity of throwing twelve of her guns overboard to prevent her from sinking: The latter had all her sails torn in pieces, and ten feet water in her hold. Vice-Admiral Stewart reached Plymouth, on the 10th of October, with the whole of the fleet, except the Victory.

This ship, which was considered as the finest in the world, was separated from the rest, on the 4th of October, and was never more seen. It is supposed, that she struck on a ridge of rocks, called the Casketts, near the island of Alderney, on the coast of Normandy; as a number of guns were heard during the night, between the 4th and 5th of October, by the inhabitants of that island, and the people attending the Caskett lights. The wind, however, blew with such violence, that no boat durst venture out to their assistance. Her crew, including the Admiral, Captain, and Officers, amounted to near a thousand men; besides fifty young gentlemen, volunteers, sons of the first nobility and gentry in the kingdom; all of whom perished. The loss of the Victory has been generally imputed to a defect in her construction; she being reckoned too lofty in proportion to her breadth. Many complaints of a like nature were made about this time, against the principles on which our ships of war were then built.

His Majesty, on the death of Sir John Jennings, had been pleased to appoint Admiral Balchen to be Governor of Greenwich Hospital. This appointment he lived to enjoy but a few months; but, in consideration of his long and faithful

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faithful services, the King was pleased to settle a pension on Lady Balchen, his widow, of 500 l. a year, during her life.

The Solebay, of twenty guns, commanded by Captain Bury, took a register-ship from Vera Cruz to Cadiz, of twenty-six guns, and one hundred and forty men, passengers included. Her cargo consisted of about one hundred and ninety thousand heavy dollars, one thousand and ninety-five serons of cochineal, five hundred and fifty-six of indigo, four hundred and twenty-four hides, &c. Captain Bury fell in with her on the 24th of February, and engaged her for near four hours, when she struck; having seven men killed, and upwards of twenty wounded, several of them mortally. The Solebay had only seven men wounded. She proved a prize of great value.

The Fly sloop of war, commanded by Captain Thompson, took, after a close action of two hours, a Spanish privateer, called the N. S. del Rosario, of twelve guns, and one hundred and thirty-five men.

The Phoenix, of twenty guns, commanded by Lord Thomas Bertie, took, after an hour's engagement, a French ship, called the Neptune, of twenty-four guns, and eighty men.

The Portmahon, of twenty guns, commanded by the Honourable Captain Aylmer, took the Golden Lion, of three hundred tons, eighteen guns, and sixty-three men, from the Mississippi, to Rochelle.

The Roebuck, of forty guns, commanded by Captain Sturton, took, after an hour's engagement, a Spanish register-ship, from St Sebastians, for La Guira. Her cargo consisted of cordage and bale goods, and she turned out a valuable prize.

Captain William Gordon, of the Hound sloop, gave chase, on the 29th of July, when off the coast of Holland, to a Dutch privateer, of ten carriage guns, nine swivels, and eighty-one men, and took her after an action of an hour and a half; in which the privateer had five men killed, and many wounded. Captain Gordon also retook a ship the privateer had just taken. For the above very gallant action, Captain Gordon was made a Post-Captain.

The Harwich, of fifty guns, commanded by Captain Cartwright, on his way from the Baltic to the Nore, fell in with three French privateers, to which he gave chase; and coming up

with the largest, she struck, after exchanging a broadside with the Harwich. She proved to be the *La Solide* of twenty-four guns, and two hundred and two men. She had seven men killed, and twenty-one wounded.

Captain Mostyn, of the *Hampton-Court* of seventy guns, with the *Chester* of fifty guns, Captain Geary, and the *Grampus* sloop, Captain Collins, took, in one cruise from the 1st to the 22^d of June, the following vessels:—

<i>Names.</i>	<i>Masters.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>Men.</i>
<i>Jafon</i> , -	<i>Tessier</i> , -	300	— 16	— 48
<i>Duc de Penthièvre</i> ,	<i>Bellin</i> , -	300	— 20	— 92
<i>Le Mars</i> , -	<i>Julian</i> , -	350	— 20	— 91
<i>Le Solide</i> , -	<i>Moreau</i> , -	280	— 18	— 54
<i>Le St Francis</i> , -	<i>Marque</i> , -	200	— 16	— 48
<i>Le Vestale</i> , -	<i>Laragon</i> , -	200	— 20	— 98
<i>Les Trois Sœurs</i> ,	<i>Macnamara</i> ,	200	— 10	— 38
<i>La Jenetta</i> , -	<i>Heron</i> , -	180	— 18	— 56
Total, -		2010	— 138	— 525

The cargoes of the above ships consisted of sugar, indigo, coffee, cotton, hides, cocoa, elephants teeth, gold dust, and some specie.

The losses the navy sustained this year, besides those already mentioned, were as follow:—The *Seaford*, of twenty guns, Captain Pye, was taken by a French squadron from Brest.

The same squadron, on their way to the Mediterranean, captured eleven sail of merchant-ships, together with his Majesty's ship *Solebay*, of twenty guns, commanded by Captain Bury, who was censured by a court-martial, for not endeavouring to disable the ships that were sent in chase of him.

The French also took the *Grampus* sloop, Captain Collins.

The Spaniards, this year, captured eighty-four British vessels in the European seas, and thirty eight in America; in all one hundred and twenty-two: While the British took from them one hundred and nineteen vessels in Europe, and seventy-five in America. If the amount of the losses which the Spaniards sustained

sustained by Commodore Anson, in the South seas, are added to this, the balance will be nearly 1,000,000 l. in favour of Britain.

The French, from the commencement of the war, viz. from March 24. to December 31. 1744, took two hundred and twenty eight British vessels in Europe and America, valued at 798,000 l.: and in the same space of time, the British took from them, three hundred and forty-six vessels, in Europe and America, valued at 1,211,000 l. To this must be added, the value of the prizes taken by Commodore Barnet in the East Indies, amounting to 360,000 l., making, in all, 1,571,000 l.; the balance in favour of Britain, being, 773,000 l. The French merchants stated the losses they had sustained, to their Ministry, at a much greater sum.

The captures above enumerated, were not all the diminutions the British navy sustained. Its losses, from hurricanes, and other accidents, were considerably greater than the combined fleets of France and Spain had occasioned. We have already mentioned the loss of the *Victory*; besides which, on the 21st September, the *Colchester*, of fifty guns, and four hundred men, as she was proceeding from the Nore to the Downs, unluckily struck upon the sands between the Long Sand and the Kentish Knock, about seven o'clock in the evening. It was ten o'clock before they could get a boat out, to send for assistance; when a lieutenant and thirteen men got into one, and made the best of their way to Harwich; during which time, the lights were put in the shrouds, and many guns fired as signals of distress. These last were answered by the Royal Sovereign, at the Nore; but, as the wind then blew hard, they could send them no assistance. It was found necessary to scuttle the ship; and in this dangerous situation did they remain till the 23d, when the boat returned from Harwich, with six fishing vessels; but, from the roughness of the sea, they could not get to the wreck till the following morning. Three hundred and sixty-five men were taken out alive; the sick, being sixteen, unfortunately perished; together with thirteen who were drowned in attempting to save themselves in the long-boat: the *Colchester* was soon after buried in the sands. A court-martial most honourably acquitted the Captain and Officers;

but the pilot, for his negligence, was sentenced to suffer two years imprisonment.

On the 29th of November, the *Rye*, of twenty guns, and one hundred men, commanded by Captain Ormond Thompson, was run ashore, about six leagues from Yarmouth. The vessel was lost; but the crew were saved by some vessels who went to their assistance.

An EPITOME of COMMODORE ANSON'S VOYAGE.

In the year 1739, when a war with Spain was found inevitable, it was thought adviseable by those then in power to attack that Crown in its distant settlements; and this was planned in the hope of cutting off the principal resources of the enemy, by depriving them of the annual returns of treasure, which alone enabled them to carry on a war. After various deliberations, an expedition of this kind was resolved upon; and it was agreed, that George Anson, Esq; then Captain of the *Centurion*, was the most proper person to be employed as Commander in Chief.

Mr Anson was in consequence ordered in from a cruise; and, on the 10th of November, he received a letter from Sir Charles Wager, directing him to attend the Board of Admiralty. He was there informed, that two squadrons were to be fitted out, and to act in concert with each other: That Mr Anson's squadron was to proceed to Manilla, (situated in Luzonia, one of the Philippine islands), and that he was to take on board three independent companies of a hundred men each, and Bland's regiment of foot: That Colonel Bland was likewise to embark, and command the land forces: That the other squadron was to be of equal force with his, and was to pass round Cape Horn into the South Seas, there to range along the coast, and annoy the enemy in various ways; after which, they were to join Mr Anson's squadron at Manilla, refresh their men, refit their ships, and receive further orders respecting their future destination.

It has since appeared, from intercepted letters, that Panama and the other Spanish settlements in the South Sea, were at

this

* For further to pages

this time in a very defenceless state; and even for near a year after war was declared. A proof, that this well-projected plan, had it been speedily executed, might have been at once a glory to the nation, an honour to individuals, and a severe blow to the enemy. But when Mr Anson attended the Admiralty, in the beginning of January, he was informed by Sir Charles Wager, that, for reasons unknown to him, the expedition to Manilla was laid aside. Mr Anson was evidently hurt by this unexpected information. Sir Charles, however, softened the disappointment, by informing Mr Anson, that the expedition to the South Sea was still intended; and that he was destined to command the squadron on that service. Accordingly, on the 28th of June 1740, his Majesty's instructions were delivered to him by the Duke of Newcastle, principal Secretary of State.

The equipment of the squadron was carried on with all possible expedition, on the part of the Commodore; but being short of their complement of men by three hundred, and finding it very difficult to make up that deficiency of seamen, after a very long delay, Mr Anson was ordered to take on board a hundred and seventy men only, of which number thirty-two were from the hospital and sick quarters, and thirty-seven from the Salisbury; to which were added three officers of Colonel Lowther's regiment, with ninety-eight marines; these being all that were ever granted to make up the before-mentioned deficiency.

In place, too, of the land forces at first intended to be sent with them under Colonel Bland, they were allowed five hundred invalids, to be collected from the out-pensioners of Chelsea College. This detachment of poor, helpless, decrepid creatures, Mr Anson received with pain*.

It was next proposed, that Mr Anson should take with him two persons under the denomination of agent victuallers, who were to carry out goods to a great amount, in order to barter them with the natives for provisions. The two gentlemen appointed for this service, had been in the Spanish West Indies, in the South Sea Company's service; and, from their knowledge

* For further particulars respecting these unhappy veterans, the reader is referred to pages 60th, 61st, and 62d, of this work.

knowledge of the coast, it was supposed they might be of essential service to the squadron. The Commodore, however, was of a different opinion; and it proved in the sequel, that he judged rightly, with regard to this scheme. Of the 15,000*l.* which was to be the amount of their cargo, Government agreed to advance them ten thousand upon interest, while the remaining five thousand was to be raised on bottomry bonds. This was the full amount of the sum laid out on goods. These goods were at first shipped on board the *Wager*; but afterwards, while at St Catharine's, the Commodore took some of the least bulky commodities on board the ships of war. The articles that remained in the *Wager*, were lost with that vessel; and those which had been put on board the ships of war, not being disposed of on the coast, were brought home, and sold considerably under value.

This squadron, which was first appointed in the beginning of January, did not sail till the 18th of September 1740, owing to various causes; such as, orders and counter-orders, desertion, and other incidents that occurred successively till this late season. The squadron consisted of the following ships:—

<i>Ships</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Centurion,	60 —	400 —	George Anson, Esq; Commodore.
Gloucester,	50 —	300 —	Richard Norris.
Severn,	50 —	300 —	Honourable Ed. Legge.
Pearl, -	40 —	250 —	M. Mitchell.
Wager,	28 —	160 —	Dandy Kidd.
Trial, -	8 —	100 —	Honourable George Murray.

Together with two victuallers, the *Anna* and *Industry* pinks. These two vessels were to be discharged when the ships of war could conveniently take their provisions on board.

Before Mr Anson sailed, he had the mortification to learn from a person just arrived from Panama, that the Spaniards were well informed of the strength and destination of his squadron; and that they had, in consequence, fitted out a fleet to oppose him.

On the 25th of October, the Commodore anchored in Madeira road.

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The Governor here informed him, that a squadron, consisting of seven or eight ships of the line, had passed to the westward a few days before his arrival; that he believed them to be Spanish ships; but knew nothing further. A swift-sailing sloop was immediately dispatched by the Commodore, to go in their track, and, if possible, to gain some information respecting them. After a long pursuit, she returned, without being able to get sight of them.

These ships afterwards proved to be that squadron, commanded by Don Joseph Pizarro, which was fitted out on purpose to frustrate the designs of the British fleet, to which, in strength, they were greatly superior. Their disastrous fate, although not effected by our force, was yet a fortunate circumstance for this country; and as every movement they made, was of consequence to the British nation, a short account of their proceedings becomes a necessary part of the narrative of this voyage.

The Squadron continued about a week at Madeira; during which time, Captain Richard Norris obtaining leave to return to England, the Commodore appointed Captain Matthew Mitchell to the command of the Gloucester; Captain Kidd was removed from the Wager to the Pearl, and Captain Murray from the Tryal to the Wager, the command of the Tryal being given to Lieutenant Cheap. He then informed the Captains, that they were first to rendezvous at St Jago, and next at St Catharine's, on the coast of Brazil. They failed from this island on the 3d of November.

The Spanish squadron consisted of the following ships, under the command of Don Joseph Pizarro: The Asia, of sixty-six guns, and seven hundred men—this was the Admiral's ship; the Guipuscoa, of seventy-four guns, and seven hundred men; the Hermiona, of fifty-four guns, and five hundred men; the Esperanza, of fifty guns, and four hundred and fifty men; the St Estevan, of forty guns, and three hundred and fifty men; and a patache of twenty guns. They had on board their full complement of sailors and marines, and carried besides an old regiment of foot, to reinforce their garrisons in the South Seas. They steered for the river Plate, where they arrived on the 5th of January, and anchored in the bay

of

of Maldonado, at the mouth of that river. As they had left Spain with only four months provisions, a supply was highly necessary. While they waited for this supply, the treacherous Governor of St Catharine's informed them of Mr Anson's arrival at that island on the 21st of December, and of his preparing to put to sea again as fast as possible. This intelligence was an effectual spur to Pizarro, who ardently wished to get round Cape Horn before the British fleet, and to meet them first in the South Seas.

Notwithstanding their precipitation, which, in the end, proved fatal, by aggravating the calamities that afterwards befel them; Mr Anson put to sea from St Catharine's, four days before Pizarro sailed from Maldonado, which he did on the 22d of January, without waiting for the provisions from Buenos Ayres, which he so much needed. He had at this time every thing to fear from an attempt so hazardous as that of doubling Cape Horn at the most tempestuous season of the year, with sailors little able to bear the fatigues and hardships attending so dangerous a navigation. As an encouragement to undertake a duty more severe than they had ever been accustomed to, each sailor had part of his pay advanced to him in European goods, which they were to be permitted to dispose of in the South Seas.

On their passage to Cape Horn, the two squadrons were at one time so near to each other, that the Pearl, one of Commodore Anson's fleet, being separated from the rest, fell in with the Spanish ships. The Asia displaying a pendant so like Mr Anson's, effectually deceived the Pearl; which ship was within gun-shot before she perceived her mistake, and narrowly escaped being taken. This was another proof of the good information they had, respecting the British squadron.

By the end of February, Pizarro had run as far as Cape Horn; and on the last day of that month, when standing to the westward, in order to double it, the Guipuscoa, the Hermiona, and the Esperanza, were separated from the Admiral; and, on the 6th of March, the Guipuscoa was separated from the other two. A violent storm arose at north-west, which drove the whole squadron to the eastward, and obliged them to bear away for the river Plate, where Pizarro in the

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Asia arrived about the middle of May, and a few days after him the Esperanza and the Estevan: The Hermiona, it was supposed, had foundered at sea, as she was never more heard of; and the Guipuscoa was run ashore, and sunk on the coast of Brazil.

It is not in the power of words to give a competent idea of the various calamities that befel this disastrous fleet. Their ships torn to pieces by tempests, while famine, fatigue and disease, destroyed more than half the numbers that escaped shipwreck. On board the Asia, to such misery were they reduced, that a rat at one time sold for four dollars; and a wretched sailor lay four days in the same hammock with the corpse of his deceased brother, that he might receive his allowance of provisions. In addition to all this, a diabolical conspiracy was discovered among the marines: they intended to have massacred the officers and crew; and all this merely to have their craving appetites satisfied, by appropriating the whole ship's provisions to themselves.

In October of the following year, the Asia and Estevan again set sail for Cape Horn, when the latter run on a shoal, by which she was rendered useless, and, in consequence of it, broken up. The Asia proceeded alone, met with new disasters, and returned once more to the river Plate in great distress.

The Esperanza, (which, with the Asia, was all that now remained of the Spanish fleet), sailed in November 1742 for the South Seas, and arrived safe on the coast of Chili; there she remained: while her Commander Mindinuetta, and Pizarro, after great animosities, returned by land to Buenos Ayres; and in the year 1745, they found at Monte Vidio, the Asia, which they had left there three years before. Pizarro being desirous of bringing her to Europe, used every means in his power to procure hands for navigating her. One hundred Spanish sailors, however, were all he could find. He therefore pressed the inhabitants of Buenos Ayres, putting on board all the English prisoners, with a number of Portuguese smugglers, and also some of the native Indians. Among the last mentioned was a Chief, whose name was Orellano, and ten of his followers. He belonged to a powerful tribe, and was himself of a proud and intrepid spirit. Although apparently patient, yet, inwardly stung to the heart for the indignity and brutal cruelty

with which the Spaniards had treated him, he, for some time, meditated revenge. The first step he took, was to found the English prisoners, to whom he would have disclosed his designs, had he found them in the same temper of mind with himself; but as this was not the case, he, with a cool, determined courage, resolved to trust alone to his ten faithful followers, who had experienced, like himself, the most barbarous usage, and who were actuated by the same spirit that roused him to the following daring act of heroism.

His countrymen, then, agreed to observe his directions, and to execute his commands. Measures were accordingly soon settled, and weapons prepared. These were a sort of Dutch knives, sharp at the point; and they secretly cut thongs from raw hides, fixing to each end of these thongs double-headed shot of the small guns. About nine in the evening, when many of the principal officers were on the quarter-deck, Orellano and his companions in an instant met together, and drew towards the door of the great cabin. All orders but that of their chief were disregarded. At his command, four of them drew off towards the gang-ways. Orellano then placed his hands hollow to his mouth, and bellowed out the war cry. This hideous yell was the signal for carnage; and instantly the six, with their chief then on the deck, made a desperate attack, and laid about forty Spaniards at their feet, twenty of whom were killed outright. Many of the officers fled into the great cabin, which they kept closely barricaded; while the greater part of the crew escaped by going aloft, where the Indians could not follow them.

These eleven desperate men kept some hours possession of the quarter-deck of a ship mounting sixty-six guns, and manned with near five hundred men. When calm recollection took place of confusion and terror, Pizarro and Mindinuetta, who were both safe in the cabin, found means of conversing with those in the gun-room, and between decks, from whom they shortly after received assistance. With astonishment they learned, that the mutiny and massacre was alone the deed of this daring chief and his ten unfortunate countrymen. Having procured ammunition, they fired several shot at the Indians on the quarter-deck; and at last Mindinuetta had the good fortune to kill Orellano dead on the spot; on which his faithful followers, struck

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with grief and despair, instantly leaped into the sea, where they all perished.

Pizarro, relieved from danger, proceeded on his voyage, and arrived safe on the coast of Gallicia, in the beginning of the year 1746. This expedition cost the Spaniards above three thousand sailors, four considerable ships of war, and a patache.

But, to return to Mr Anson. He had arrived at St Catharine's on the 21st of November, at which time his seamen were, in general, very sickly. He used every means to restore them to health; had his ships refitted with all possible expedition; and, on the 18th of January 1741, again put to sea. In this island, famed for its hospitality, freedom, and convenience, they found provisions, accommodations, and friendly offices, fall short of expectation. Before leaving St Catharine's, each Captain received his orders, containing the successive places of rendezvous from thence to the coast of China;—first at Port St Julian;—second at the island Nostra Senora del Secora;—then to proceed to Juan Fernandez: and when no more subsistence could be had in those seas, to sail for Macao, and from thence for England.

The fleet was separated on the third day after leaving St Catharine's, by a violent storm, and thick fog. They all, however, joined again the following day, except the Pearl. This vessel was absent a month, during which time she narrowly escaped being taken by Pizarro. Her Commander Captain Kidd dying, he was succeeded by the Honourable Captain Murray. Captain Cheap obtained the command of the Wager; and Lieutenant Charles Saunders of the Centurion, succeeded Captain Cheap in the Trial sloop.

They arrived at Port St Julian the 18th of February, where their ships underwent the necessary repairs. The Commodore then informed the Captains, that his orders were, to secure some port in the South Seas, there to careen, and refit. He proposed, at the same time, an attack upon Baldivia, the principal settlement on the frontier of Chili. This being agreed to, and instructions given in consequence, the squadron stood out to sea, on the 27th of February.

On the 5th of March, they first discovered the land of Terra del Fuego, and, in two days more, they opened the Straits

of le Maire. The wind and tide, now in their favour, soon turned against them, and proved a beginning of tempests, toils, and dangers, scarcely to be paralleled. During three tedious months, they experienced a combination of all the calamities to which seamen were ever exposed; for the currents drove them so rapidly to the eastward, that they lost their reckoning, which had nearly proved their ruin; while, on the 24th of April, the fleet was entirely separated, nor did they meet again till they reached the island of Juan Fernandez. In addition to their misfortunes, the scurvy had of late made great havock among them; carrying off, in the Centurion alone, twenty-four men in the month of April, and double that number in May.

The Centurion at last weathered Cape Horn, but continued to struggle with very tempestuous weather. She proceeded northward, however, to the first rendezvous; the Commodore resolving to remain cruising for some time, in hopes of meeting with the rest of the squadron. On the 23d of May, they encountered a tempest still more furious than any they had yet met with; in the course of which, their sails were torn to pieces, and the rigging was so much damaged, that the masts were expected every moment to go by the board. The crew were quite exhausted; and they must inevitably have been wrecked on the island of Chiloe, if the wind had not shifted, and enabled them to stand off the land. After this, the weather became fine, and they repaired their damages in the best manner possible; but seeing nothing of their companions, they steered for the island of Juan Fernandez, which, by their reckoning, they expected to see on the 28th of May; but not then falling in with it, they were afraid they had gone too far to westward. This was a dreadful thought to persons circumstanced as they were; the scurvy having now got to such a height, that they buried four, five, and sometimes six men, in a day.

On a consultation of the Commodore and his officers, they resolved to steer to the westward; and, on the 30th of May, got sight of the continent of Chili, when they tacked about, and made for the island of Juan Fernandez, of which they got sight on the 9th, and anchored there the 10th of June.

Although this last trip cost the lives of near fourscore of the crew, yet it was the means of preventing the expedition from being

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being totally defeated; for, had they made the island on the 28th of May, they would, in all probability, have been made prisoners. The Viceroy of Peru having received advice of a British Squadron being in the South Seas, fitted out two large ships, of thirty guns each, and some vessels of smaller force, and sent them to Juan Fernandez, to endeavour to take, or destroy, any of the squadron they should find there. This force was sufficient to have captured the whole armament, in its then distressed state: the *Centurion* could scarcely have fired a couple of guns. The enemy was at the island on the 28th of May; but not finding any ships there, they returned to Calloa.

When the British Squadron arrived at Juan Fernandez, they were so much reduced by fatigue and disease, that only ten men could be mustered on a watch to do duty. Mr Anson exerted himself, with the greatest activity, for the good of his people. They were joined, a few days afterwards, by the *Trial* sloop, in as bad a condition as the *Centurion*. The *Gloucester* appeared on the 21st of June, and reached the island the 23d of July: she was followed by the *Anna* pink, about the middle of August, and her stores proved a seasonable supply.

The *Severn* and *Pearl*, were separated from the *Commodore* off Cape Horn; they, with difficulty, reached Brazil, and afterwards proceeded to Europe.

The *Wager* had been parted from the squadron off Cape Noir. On the 14th of May, in forty-seven degrees south latitude, she fell in with the land. Captain Cheap and his crew used their utmost exertions to get her clear; but it was to no purpose: She soon run upon a sunken rock, bulged, and grounded between two small islands very near the shore. Most of the crew were saved. But all subordination being now at an end, a mutiny ensued, which the officers were unable to suppress. One Cofens, a midshipman, and ringleader in the mischief, was unfortunately shot by Captain Cheap. Some months elapsed without bringing about any cordiality between the parties. The Captain, with the few that adhered to him, had the long-boat lengthened, with a design of proceeding to Juan Fernandez. This the malcontents would not agree to: they were resolutely bent on going first to the coast of Brazil, and

and from thence to Britain. In pursuance of this plan, about the middle of October, eighty of them, under the conduct of Mr Bulkeley, seized on the long-boat and cutter, and set sail, leaving nineteen behind. Of this voyage, Mr Bulkeley has published a narrative; adding to it a vindication of his own and his companions' conduct.

The Captain, and his friends, sailed with the barge and yawl, on the 14th of December. They encountered violent storms; and while on shore in quest of provisions, their yawl was sunk; by which accident, they lost one man. The barge was not of sufficient largeness to contain the eighteen that remained, which laid them under the cruel necessity of leaving four marines on a desolate shore. Having put to sea again, and meeting with the same tempestuous weather, they returned to Wager Island, from whence they came. It was now the middle of February; and these distressed people were nearly worn out with fatigue and hunger, when two canoes arrived, in one of which they found a native of Chiloe, that could speak Spanish. He agreed to conduct them to the Spanish main, and proved faithful to his promise.

On the 6th of March, eleven persons embarked in the barge. They had not been many days at sea, when Captain Cheap, Lieutenant Hamilton of marines, Mr Elliot the surgeon, the Honourable Mr Byron, Mr Campbell, and two midshipmen, happened to go on shore. The six people left on board, with one Indian, carried off the barge, and never more returned. But to the great comfort of these distressed gentlemen, their friend from Chiloe procured canoes, and carried them safe to that island, by the beginning of June; except Mr Elliot the surgeon, who died on the voyage.

After some stay at the island of Chiloe, they were sent to Valpairaifo, and from thence to St Jago, the capital of Chili, where they continued more than twelve months. Here they fortunately met with a person of the name of Don Patricio Ged, a Scotsman, who had been long settled as a physician there: he behaved to them with all the kindness of a parent, and parted from them with the utmost regret. On receiving advice that a cartel was settled between Great Britain and Spain, they were permitted to take their passage to Europe on board a French ship. A nar-

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1744. narrative of this very extraordinary voyage, was published by Mr (since Admiral) Byron, in 1768.

At Juan Fernandez, Commodore Anson was very active in preparing for their departure. The *Anna pink*, judged unfit for service, was broke up, and her crew put on board the *Gloucester*, which had but eighty-two remaining, of three hundred seamen; and two out of forty-eight marines; all her invalids being dead. The *Centurion* lost forty-six out of fifty invalids, and sixty out of seventy marines; the whole crew being reduced to two hundred and fourteen.

By the beginning of September, the ships were in tolerable condition for sea, and the surviving seamen had recovered their health and spirits; when they spied a fail, which the Commodore was eager to pursue, and, with new hopes, left this delightful island. They had the good fortune to take several prizes off the coast of Chili; and the intelligence received from their prisoners concerning Pizarro's disastrous fate, was of the utmost consequence to Mr Anson.

The *Trial sloop* became so very leaky, that they were obliged to sink her, after putting her officers and crew on board a prize she had taken.

On the 10th of November, they captured a rich vessel that had many passengers on board; one of whom, an Irishman, who had travelled all over the kingdoms of New Spain as a pedlar, informed Mr Anson, that the Governor of Paita was in daily expectation of his landing there; and that, in consequence of his fears, he was removing the treasures of the place many leagues up the country. This determined the Commodore to proceed, without loss of time, for Paita; and, judging it most proper that the boats should make the attack, the barge and pinnaces were manned and armed accordingly. The direction of this enterprize was given to Lieutenant Brett, who had the advantage of an excellent pilot; Mr Anson having prevailed with one of his prisoners to conduct them ashore, and be their guide after landing. The darkness of the night favoured the design; and the place might have been taken by surprise, had not the ships in the road perceived them, and fired a musket, which alarmed the town. The fort fired immediately, but without effect; and they abandoned it before Mr Brett and

and his people reached the town, the inhabitants flying at their approach.

The Governor, whom they wished to secure, made his escape half-naked, leaving his fine clothes behind; in which rich trappings, some of the sailors equipped themselves. This was quickly followed by their companions, who eagerly seized the splendid habits and ornaments of the Spaniards; such as bag wigs, laced hats, &c. &c. The female finery shared the same fate; so that Mr Brett, on seeing these grotesque figures, scarcely knew them to be his own people. They carried off from the town of Paita, about 30,000*l.* Sterling in silver, besides many valuable effects; after securing which, they set fire to the town. Of six vessels that they found in the bay, the Commodore ordered five to be scuttled and sunk; the largest and best, called the *Solidad*, he carried with him, giving the command to Lieutenant Hughes of the *Trial*.

When the squadron sailed from Paita, the 16th of November, it consisted of six sail; viz. the *Centurion*, the *Trial's* prize, *Carmelo*, *Teresa*, *Carmin*, and *Solidad*.

Upon their first landing at Paita, Mr Anson sent all his prisoners safe on shore, some of whom were people of distinction; they had been treated with the greatest humanity and politeness, and left him full of gratitude for the kind treatment they had received from him.

On the 18th, they were joined by the *Gloucester*; she had taken two rich prizes since leaving Juan Fernandez.

All thoughts of an attack on Panama were given up, from the time Mr Anson learned from papers found on board a prize, that the English expedition against Carthagea had miscarried. He therefore bore away for Acapulco, in hopes of intercepting the Manilla galleon, which he understood was then at sea. It was happy for the Spaniards, that the winds proved very unfavourable for Mr. Anson, so that the galleon arrived on the 9th of January, twenty days before the English squadron got off that port. In order to quicken their progress, the Commodore had the *Teresa* and *Solidad* burnt at sea, as they sailed heavily, and retarded the fleet.

The hopes of the English were still kept alive, by their surprising a canoe with three negroes, who informed them, that the galleon was to sail again from Acapulco the 3d of March.

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This information raised their spirits; and, with eager expectation, they cruized till the long-looked for day arrived—but no galleon! They continued to no effect on that station, till it was absolutely necessary to go in quest of a watering place. The Commodore then made for Chequetan, where he repaired the Centurion and Gloucester, and furnished them with a good supply of seamen, which they were in great need of, by breaking up the Carmelo, Carmin, and Trial's prize.

On the 28th of April, they sailed from Chequetan, and proceeded for the river Cánton in China, being destitute of every necessary, and having no longer any hopes of the galleon. By the end of June, they fell in with the trade winds; but before the end of July, they were greatly retarded by westerly winds; and the Gloucester, having been in a very bad condition from the time they left Chequetan, became now a perfect wreck. Captain Mitchell and all his officers signed a memorial, setting forth her irreparable state; that she had seven feet water in her hold, by which her provisions were rendered useless; that out of her greatly diminished crew, only sixteen men and eleven boys were able to keep the deck. The Commodore, who had been much distressed by a leak in the Centurion, gave orders that Captain Mitchell should send all his hands on board her; and, after saving what stores they could, to destroy the Gloucester. The money, with some of the goods, and a few of the ship's stores, were saved; and, on the 15th of August, she was set on fire, and soon blew up.

The Centurion's leak being patched up, they continued their voyage in a distressed state, the scurvy raging as formerly. On the 26th, they got sight of three of the Ladrone islands, Saypan, Tinian, and Aquignan. They steered for Tinian; a most delightful spot, uninhabited, or but occasionally resorted to by the Indians. Here Nature may be said to smile, having bountifully bestowed on this happy island, all that is conducive to the health, subsistence, and enjoyment of mankind. The Centurion's distressed crew soon felt themselves relieved by the vegetables and healthful air of this fertile place. Had the sea-coast proved equally favourable, Mr Anson might here have enjoyed a temporary tranquillity: but, unfortunately, no good anchorage was to be found; neither was there any

shelter against the western monsoons. Although every precaution was used in securing the *Centurion*, she was driven out to sea by a violent gust of wind on the 22d of September, while Lieutenant Saumarez commanded her, the Commodore being on shore sick, with a hundred and thirty of his people. Their anxiety and despair, during fourteen days that the *Centurion* was at sea, is not to be expressed, and can only be equalled by the extreme joy they felt on her regaining the island. On the 14th of October, she was driven to sea a second time, but returned in two days; after which Mr Anson embarked with all possible speed, and left Tinian on the 21st. On the 9th of November they made the main land of China, and were conducted to Macao, at the mouth of the river Canton, by a Chinese pilot; where they arrived on the 12th; happy to find an amicable port, and civilized country, and which could furnish them with a supply of those naval stores they so much needed.

Mr Anson was advised not to enter the river Canton, where they would exact duties that he was resolved not to pay, but to heave down, and careen at Typa, six miles from Macao. When there, he consulted with the merchants how he should address the Viceroy of Canton for a supply of provisions, and hands to assist in heaving down his ship. They referred him to some Chinese agents, who cajoled him with promises for a month, to no effect. His next step, was to write to the Viceroy, and lay before him a true state of the case.

After much difficulty, and long delay, this letter was at length delivered, and had the desired effect. A daily supply of provisions was regularly delivered. A Mandarine, with two carpenters, were likewise sent to examine the state of the ship. It was not, however, till after many long debates in the Council of Canton, that the Viceroy gave his warrant for refitting the *Centurion*, and supplying her with naval stores: and as the Chinese work slowly, it was the 1st of April before she was ready for sea,

On the 19th, when fairly clear of the land, the Commodore informed his people of his intention to cruise off the Philippine islands, with well founded hopes of falling in with the Manilla galleon. His crew immediately caught that spirit which inspired their leader, and pursued their voyage

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age with cheerful hearts, and very sanguine expectations; of which the following is a proof. The Commodore asked his butcher, why he had no mutton at his table? He received for answer, "That he had but two sheep alive, and hoped his Honour would not be offended, if he kept those to entertain the General of the galleon."

On the last day of May, they came in sight of Cape Spirito Santo, where they continued cruizing till the 20th of June, when the galleon appeared, with the standard of Spain flying at her top-gallant-mast-head. She bore down upon them; and an engagement ensued, which lasted an hour and a half, when the galleon struck, having sixty-seven men killed in the action, and eighty-four wounded. Among the latter was the General, Don Jeronimo de Montero, who was a brave and skilful officer. On board the Centurion they had two men killed, and seventeen wounded.

This prize, named the Nostra Signora de Cabadongo, was much larger than the Centurion. Her cargo was worth 400,000 l. Sterling. The Commodore appointed his prize a post-ship, and gave the command to Mr Saumarez his first Lieutenant. After properly securing his prisoners, who were double the number of his crew, Mr Anson steered once more for Canton, and arrived off Macao on the 12th of July. He again requested provisions by a letter to the Viceroy, and at the same time offered to make him a visit. This demand was complied with. The Viceroy begged Mr Anson would set at liberty the Spanish prisoners, lest the Emperor should learn that his allies were in confinement in his dominions. Of this he made a great merit, although, secretly, it was the thing he most wished for; and they were accordingly set at liberty. They left the Centurion full of admiration at the humane and generous treatment they had received from Mr Anson.

From July to October, this artful, fraudulent, and designing race, (the Chinese), laid snares to circumvent the Commodore and his people. In hopes of putting an end to their chicanery, and of getting his business quickly finished, Mr Anson set out for Canton in his barge, attended by all his own boats, and likewise by those belonging to the British East India Company's ships, which greatly augmented his retinue. It proved a happy circumstance for the mercantile people, that he went there thus

attended, as a fire broke out, which would in all probability have destroyed the city, had he not, by his skill and activity, and the spirited assistance of his sailors, got it extinguished. It consumed a hundred shops, and eleven streets full of warehouses.

Mr Anson paid his intended visit to the Viceroy on the 13th day of November. He was most politely received, placed near his person, and had his thanks for the great assistance his people afforded at the fire.

He then granted an order for putting the necessary provisions on board the *Centurion*. This great point being settled, the Commodore took his leave, and returned to Macao, where he sold his prize for six thousand dollars; a price not adequate to her value, but which he accepted, being impatient to return to England, and to carry there the first accounts of his taking the galleon.

October the 15th, 1743, the *Centurion* sailed for England; reached the Cape of Good Hope the 11th of March; and, on the 15th of June 1744, the Commodore completed his voyage round the world, and arrived safe at Spithead.

He there learnt with astonishment, that under cover of a thick fog, he had passed through a formidable French fleet at the mouth of the Channel*.

1745.

The events of this year afford a wonderful variety of materials for the Historian; and clearly demonstrate to Great Britain, that violent faction at home, is more detrimental to her interests than many foreign enemies. From this cause solely, she was this year brought to the brink of ruin. The Ministry were but newly seated in office, and were much employed in making all the necessary arrangements to render their situation secure. However willing they might be, they had scarcely time to have made any great alterations in the political system of their predecessors. They therefore agreed to support the House of Austria, although the nation in general was very much averse from a Continental war, clearly foreseeing that this country could reap no benefit from it. France had now thrown off the mask, and declared war; yet that event was far

* The description of all the places mentioned in the foregoing Narrative will be found at No. 66. in the Appendix.

far from being terrible, that the King went, in full security, to pass the summer in his German dominions; where he had but newly arrived, when he received certain advice, that France had privately conveyed the Pretender's eldest son to Scotland, in which country a rebellion soon after commenced, whose progress, for a while, was extremely alarming. It roused the Ministry from a sort of lethargy; while public spirit spread, undiminished, its generous flame from one end of the kingdom to the other. Ruin, indeed, stared us in the face; and nothing but the national strength, brought properly into action, could possibly have saved us. Faction, for a while, hid her hydra head; and Administration received assistance from a set of truly illustrious patriots, who, forgetting all party distinctions, nobly made a tender of their services to the public. Their honest efforts, thank Heaven, prevailed; and preserved a Constitution, the glory and boast of ages: Nay, it even became stronger; for it is justly remarked, that the constitution of Great Britain has grown the firmer from the many violent attacks it has sustained and repulsed,—like her native oaks, which become more deeply and firmly rooted, by the storms with which they are shaken and threatened with destruction.

The Parliament met on the 27th of November 1744. From his Majesty's speech, no alteration of measures was to be expected. The support of the House of Austria was deemed a common cause; and the Elector of Saxony (King of Poland) had now joined it. The only notice taken of the navy in the speech, was the great assistance it had afforded to the King of Sardinia in Italy. The addresses of both Houses were perfectly to the wish of Administration.

During this session of Parliament, 2,080,000 l. was voted for forty thousand seamen for the current year; 206,253 l. 15 s. for eleven thousand five hundred and fifty marines; 200,479 l. 9 s. 10 d. for the ordinary of the navy: And for foreign subsidies—to the Queen of Hungary, 500,000 l.; to the King of Sardinia, 200,000 l.; to the Elector of Cologne, 24,299 l.; to the Elector of Mentz, 8,620 l.; and to the King of Poland, 100,000 l. The sum-total of the grants this year was no less than 7,088,353 l. 10 s. 10 d.

It was during this session that the House of Commons addressed the King, to cause enquiry to be made into the conduct of Admirals

Admirals Lestock and Matthews, and other officers accused of misbehaviour in the Mediterranean; of which notice has been already taken in the affairs of the year 1743. The Parliament was prorogued the 27th of May; and next day the King set out for Hanover. The Earl of Chesterfield departed on his embassy to the Hague, January 11th, and returned to England May 11th; having fully answered the intent of his mission, in concluding a treaty with the States General, by which they stipulated to maintain, for the service of the common cause, fifty thousand men in the field, and ten thousand men in garrison.

On the 23d of April, his Majesty was pleased to order the following promotion of Flag-officers to take place, *viz.*

Edward Vernon, Esq;	Admiral of the White.
James Stewart, Esq;	} Vice-Admirals of the Red.
Thomas Davers, Esq;	
Hon. George Clinton,	
William Rowley, Esq;	} Vice-Admirals of the White.
William Martin, Esq;	
Isaac Townshend, Esq;	} Vice-Admirals of the Blue.
Henry Medley, Esq;	
Lord Vere Beauclerk,	Rear-Admiral of the Red.
George Anson, Esq;	Rear-Admiral of the White.
Perry Mayne, Esq;	Rear-Admiral of the Blue.

And, on the 10th of August 1745,

Peter Warren, Esq;	} Rear-Admirals of the Blue.
Hon. John Byng,	

Perhaps there never was a time more favourable for France to pursue her designs of invading Great Britain, or for the family of Stuart to renew its attempts to remount the British throne, than the present. Every thing appeared in their favour. The King was gone to visit his German dominions; and the Ministry had entered so deeply into the concerns of the House of Austria, that by far the greatest part of our army was on the Continent, supporting what was termed the common cause. On

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coasts, indeed, were in a great measure unguarded, not more than eight thousand regular troops being in Great Britain at the time the rebellion broke out in Scotland. Notwithstanding that we had, so recently as 1744, escaped a French invasion in favour of the Pretender, yet we seem, at this time, to have been taken by surprise; having no fleet at sea to watch the motions of the enemy, a single cruizer being the first that gave the alarm of so very important an event as that of their being out of port.

Prince Charles Edward, the eldest son of the Pretender, had remained in France from the time that M. Roquefeuille's fleet had fled before that commanded by Sir John Norris, in hopes of a more favourable opportunity of invading Great Britain, and of asserting his claims to the throne. His hopes were flattered and encouraged by the advice and assurances of Cardinal Tincin. And it is not at all to be wondered at, that a young man should entertain such expectations, when the weakness of Great Britain was portrayed to him much beyond what it really was; and when the persons with whom he or his confidants had consulted, had taught him to believe, that, to insure success to his cause, his presence alone was necessary, a very great number of the principal nobility and gentry, as they said, being ready to rise in his favour.

His views of things, however, and those of the French Ministry, were widely different. The latter had scrutinized into the real situation of affairs, and were only desirous of raising a rebellion in the heart of Great Britain, in order to distract the state, and to cause a sort of temporary diversion in their favour. They knew too well, that such a design as that of invading England, would soon be crushed. They afforded the young Adventurer ample professions of support, indeed; but these they never meant to fulfil; well foreseeing, that the farther they engaged in this chimerical project, the greater would be the loss they might sustain in the end. Like by-standers at play, they thus hoped to discover more of the game than those who were engaged in it. They knew there was a great difference between the present times and those of the year 1715. For asserting the claims of the exiled family of Stuart, there was then a considerable number of adherents; and the line in which the law had settled the succession to the Crown, was looked

looked on by many as only the deed of an interested faction. Thirty years had made a wonderful change. The nation had the enjoyment now of civil and religious liberty in the fullest extent. There was no vexatious exertion of the royal prerogative, to sour or alienate the affections of the subject. Both England and Scotland were sufficiently sensible of the advantages which they had derived from the union of the two kingdoms. They considered it as the true, the genuine source of a wide and extended commerce, of thriving manufactures, and of a maritime strength, which, if properly exerted, was capable of protecting the nation both at home and abroad, and of making Great Britain respectable in every quarter of the world. The advantages were many; and the security already enjoyed so very ample, that people who had any thing to lose, could hardly be expected to aim at a change by which they could not be bettered. The blessings enjoyed under the illustrious and benign House of Brunswick were such, that its adherents became, if possible, every day more strongly attached to the family. Many had been brought over to the Brunswick cause, while others supported it from motives of private interest; so that the adherents of the House of Stuart were greatly diminished in number as well as in power; and of those who joined Prince Charles, by far the greater part, although composed of persons of rank, were men of low or desperate fortunes.

Buoyed by the hopes of a throne, and ignorant of the real state, as well as number of his friends in Great Britain, Prince Charles determined on making a trial of his fortune. Being furnished with a sum of money, and a supply of arms on his private credit, he, without the knowledge of the Court of France, wrote letters to his friends in Scotland, explaining his design and situation, and naming the place he intended to land at, fixing at the same time on a signal, by which they might know his ships when they appeared. With a slender retinue he embarked at St Nazaire, on board of a small frigate, furnished him by a merchant of Nantz, of Irish extraction*. He had arms for near two thousand men, and about 2000 l. in money. His principal attendants were, the old Marquis of Tul-

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* Mr Walsh, who likewise, by his interest, procured him the Elizabeth of sixty-four guns, to escort him to Scotland.

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libardin, whom they styled Duke of Athol; Sir Thomas Sheridan; Mr Macdonald, who was to be Quarter Master General of the rebel army; Mr O'Sullivan, Mr O'Neill, and some few more. They sailed the 7th of July 1745. When off Belleisle, they were joined by the Elizabeth, a French ship of war of sixty-four guns, who had orders to escort the frigate round Ireland, to the Western Islands of Scotland.

On the 9th of July, in lat. 47. 57. N. they were discerned by Captain Piercy Brett in the Lion of fifty-eight guns, who immediately gave chase to them. At five o'clock, he ran along-side the Elizabeth, and began the attack within pistol-shot. Both continued warmly engaged till ten o'clock, by which time the Lion's rigging was cut to pieces, her mizen mast, mizen top-mast, main yard, fore-top-sail yard, and main-top-sail yard shot away, and all her lower masts and top-masts very much wounded; so that she lay muzzled in the sea, incapable of making sail. The French ship, which had suffered very much, but less in her rigging than the Lion, set some sail, and made off. The smaller vessel, at the beginning of the action, made two attempts to rake the Lion, but was soon beat off by her stern-chace; after which she lay at a considerable distance, till the action was ended, when she set all the sail she could crowd. The Lion had forty-five men killed, and one hundred and seven wounded, seven of whom died very soon. Captain Brett was wounded, and much bruized in the arm. The master and his right arm shot off in the beginning of the action. All the Lieutenants were wounded, yet none would quit their posts, except the first, who, about nine o'clock, was so exhausted by the loss of blood, that he was obliged to be carried below. Of the enemy, as was afterwards learned, their Captain and sixty-four men were killed, and one hundred and forty wounded. This disaster attending the Elizabeth, was a very great loss to the Pretender; as on board this ship, besides a great quantity of arms, stores and money, were above one hundred officers, many of them expert engineers, who, out of regard to him, had engaged voluntarily in this service.

The frigate pursued her voyage, and reached the coast of Lochaber the end of July, where she landed the young Pretender and his attendants. He lost no time, but repaired to

the house of Mr Cameron of Lochiel, a respectable chieftain and a strong adherent to the House of Stuart. But when Mr Cameron saw that the Prince was only accompanied by a few friends, and that he was so very poorly equipped for such a desperate attempt, he was much concerned; as he well knew the number of men that could be mustered from among the disaffected Clans, was by no means equal to a design of such magnitude; as also how very little reliance could be placed on the promises of France. He therefore did all that lay in his power to persuade the Prince to relinquish the enterprize for the present; to wait a more favourable opportunity, and until he was supported in such a powerful manner as to insure success; for, in their present circumstances, he clearly foresaw that the attempt would end in certain ruin to himself and his adherents. This was the first time that ever the young Adventurer had such plain truths told him, or that ever he had heard such a true representation of his affairs. But, far from profiting by such advice, he rejected it, and resolved to follow on the plans which his ill-informed friends had suggested to him. In this he showed how much he resembled his grandfather James II. in his obstinacy; and, ere long, he convinced his followers, that there were many other particulars in which they were greatly alike. Mr Cameron used every method to bring the young Adventurer over to his opinion. He observed, that a defeat at this time, would crush all his hopes for ever. This, however, had no sort of effect; and Charles resolved to listen to nothing further on the subject. He even upbraided Mr Cameron with a change of sentiments, and said, that if he was afraid to follow his fortune, he would try it without him. On this, the brave chieftain replied, Fear, he was an utter stranger to; and that, to convince him his loyalty was unshaken, he would follow his fortune, although, in so doing, he saw inevitable ruin to himself and family. Accordingly the young Pretender hoisted his standard on the 12th of August; and many of the disaffected Clans repaired to it, he styling himself Prince Regent.

Intelligence of this transaction soon reached London. On the first news of the Pretender having embarked from France for Scotland, the Lords Justices had, on the 1st of August,

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published a proclamation, offering a reward of 30,000 l. to any person who should seize and make him prisoner.

On the 31st of August, the King returned to London, to the great joy of all his faithful subjects. Loyal addresses poured in from every quarter; and the most effectual measures were taken to suppress the rebellion.

Sir John Cope, who commanded the little military force which was then in Scotland, and who were mostly employed in making roads, or else dispersed in garrisons, collected his army, if an army it could be called, and made all the haste he could to prevent the rebels from descending into the low country. But when he got within thirty miles of the rebel army, he learned that both their numbers, and the post they occupied on the mountain of Coryerg, which lay directly in his route, were by far too strong for him to attack them with any hopes of success. The rebels waited with anxious expectation the approach of Sir John Cope with his troops, whom they resolved to meet, well knowing that the defeat of that army would leave Scotland at their mercy; and that a victory at the commencement of their operations would bring them a great accession of strength. But he deceived them, by sending a detachment forward some miles on the road to Coryerg, who had orders to join him again: while with the main body he took the road to Inverness.

On this, the rebels quitted the mountains, and descended like a torrent into the low country, gathering strength as they went along. They took possession of Perth, Dundee, &c. and, proceeding to Dumblane, they crossed the river Forth, a little above the town of Down, seemingly with an intention of directing their route towards Glasgow; but, turning suddenly to the east, they proceeded to Edinburgh. That city, being incapable of making a long defence, they obtained possession of in a few days, when the Pretender had his father proclaimed King of these realms at the cross by the officers at arms. He at same time published other proclamations and declarations, by one of which he dissolved the union of the two kingdoms, as being highly prejudicial to Scotland. A proof how little he understood not only the true interest, but also the constitution of this nation; for nothing had contributed more to the prosperity of both

countries, than the union: and his dissolving it by his own authority alone, sufficiently shewed that he still trode in the same arbitrary paths his ancestors had done, and that he meant to establish a right to dispense with the laws of the land whenever they interfered with his designs or wishes. He took up his quarters at the Royal Palace of Holyroodhouse, and kept a sort of court there.

In the mean time, Sir John Cope was not idle, but used all his endeavours to prevent the capital from falling into the enemy's hands. Without stopping at Inverness, he marched his troops for Aberdeen, where he embarked them on board vessels provided for the purpose, and, as soon as the wind permitted, sailed for Dunbar, a sea-port about thirty miles east of Edinburgh. Here he disembarked his troops and cannon, which consisted only of some field-pieces, and marched towards the capital. At Haddington, he was joined by two regiments of dragoons, under the command of Brigadier-General Fowke: the whole of his forces, however, were short of two thousand men. On the 20th of September, he encamped on a little plain above the town of Prestonpans, seven miles east from Edinburgh, where he determined to wait for the rebel army, who, he learned, were resolved to attack him. The situation which Sir John Cope chose, was the only one between it and Edinburgh, where his cavalry (for in that his principal strength consisted) could act with vigour. He drew up his little army with judgment, and placed his cannon in such a manner as to annoy the rebels very much in their approach to the attack. The rebel army was considerably stronger than the King's. They had advanced as far as Tranent on the 20th, and lay on their arms all night. Sir John Cope ordered his cannon to play on them, which incommoded them a good deal.

Very early on the morning of the 21st, the rebel army was in motion on the heights, and marching eastward, with a view to take the King's army in flank; but Sir John Cope attended so well to all their movements, and changed his position from time to time, with so much quickness, as to present a strong and well compacted front, wherever they threatened an attack. At length, forming themselves in three columns, they came down from the heights with the greatest impetuosity,

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1745. and began their attack on the royal artillery. Their design did not escape Sir John Cope's observation; and he accordingly ordered Lieutenant-Colonel Whitney to charge this column of the rebels with a squadron of dragoons. This officer immediately advanced with great intrepidity; but when at a little distance from the rebels, his men became panic-struck, and fled in the most shameful manner. He used every effort to rally them, and lead them on to the attack, but in vain: he was desperately wounded in the action. This disgraceful fright spread like wildfire through the rest of the King's troops; all the exertions of their officers proved ineffectual; and, in less than half an hour, the rebels obtained a complete victory. The loss on the King's side might be about five hundred men, killed, wounded, and prisoners. The loss of the rebels was very inconsiderable. Sir John Cope collected the scattered remains of his army at Lauder, and retired to Berwick.

This victory gave great influence to the rebels; and a number of infatuated people, who before had hesitated as to the party they should really espouse, now declared themselves, and joined the Pretender's standard. The consternation this defeat occasioned, is not to be expressed. England, as to land forces, was in a very defenceless condition. Luckily, however, the young Adventurer did not follow the advice of the most sensible and intelligent of his adherents, which was, to march directly into England, and, with all expedition, to endeavour to reach the capital. This might have been attended with the most serious consequences. But the hopes of reducing the castle of Edinburgh, made him lose the only opportunity he had, during the whole prosecution of his wild and ill-concerted scheme, of attaining the object of it. He continued the mockery of royalty at the Palace of Holyroodhouse; when, finding all his efforts to subdue the castle in vain, he came at length to the resolution of marching southwards; and, on the 6th of November, he appeared before the city of Carlisle.

In the mean time, Lord John Drummond, uncle to the Duke of Perth, arrived at Montrose with a detachment of a Scots regiment in the French service, and several French piquets. A declaration was immediately published by him, setting forth, that he was come by order of the King of France, to succour his ally the Prince of Wales, Regent of Scotland, and to make war against

against the King of England, Elector of Hanover. This detachment seems to have been sent in a great measure to render the services of the six thousand Dutch troops, now arrived in England, of no avail. These auxiliaries had unfortunately composed part of the garrisons of Tournay and Dendermond; and when they surrendered, it was stipulated that they should not serve against France for the space of eighteen months from that time. To oppose the Scots insurgents, was no infraction of the capitulation; but now that French troops had appeared, the case became altered, and it was found necessary to send home the troops belonging to the States General, and to bring over six thousand Hessians in their place. On their arrival, they were ordered directly to Scotland, and proved of considerable service.

During the Pretender's irruption into England, the well-affected in Scotland did not fail to exert themselves to the utmost. Among the loyalists of the North, none appears with more glory than the renowned Duncan Forbes* of Cullo-den, Lord President of the Court of Session in Scotland, who, to one of the ablest heads, added a fervent love for the constitution of his country. He knew the Highland chieftains well, and how to operate on them: and to him it was in a great measure owing, that many more did not join in the rebellion; as likewise that many took up arms against the rebels. No man, in short, ever deserved better of his country than he did: he accompanied the Earl of Loudoun to Inver-

ness,

* Dr Smollet gives the following character of this truly great man: "A man
" of extensive knowledge, agreeable manners, and unblemished integrity. He
" procured commissions for raising twenty independent companies; and some of
" these he bestowed upon individuals, who were either attached by principle, or
" engaged by promise to the Pretender. He acted with indefatigable zeal for the
" interest of the reigning family, and greatly injured an opulent fortune in their
" service. He confirmed several chiefs, who began to waver in their principles:
" some he actually converted by the energy of his arguments, and brought over
" to the assistance of the Government, which they had determined to oppose;
" others he persuaded to remain quiet, without taking any share in the present
" troubles. Certain it is, this gentleman, by his industry and address, prevented
" the insurrection of ten thousand Highlanders, who would otherwise have joined
" the Pretender, and therefore he may be said to have been one great
" cause of that Adventurer's miscarriage." Smollet's Hist. of England, Book II.
pages 153, and 154.

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ness, where he armed all the loyal Highlanders. Their presence in that country prevented a multitude of disaffected persons, under Lord Lewis Gordon and Lord Lovat's son, from marching to the assistance of the rebels in England. The correspondence he held with that arch traitor Lord Lovat, shews his penetration, and that all the art of that dissembling man was seen through by him.

We will now return to the rebels before Carlisle, of which city they had made themselves masters in a few days; and notwithstanding the Pretender had certain intelligence, that Marshall Wade had an army superior to his in Yorkshire, and that the British troops were arrived from Flanders, with the Duke of Cumberland at their head, yet, from the hopes entertained by him of a powerful invasion from France in the south of England, and a general rising of his friends, both in England and Wales, he resolved to continue his route towards the capital.

Government had now recovered from the consternation which the rebellion, and the unexpected defeat at Prestonpans, had thrown them into. A regular plan of defence was laid down, and able officers appointed to carry it into execution. Admiral Vernon was appointed to command in the Downs, with a powerful squadron, to watch the motions of the French at Dunkirk and Calais; and he occasionally detached squadrons under the command of Commodores Smith, Knowles, and Townshend, whose activity was the means of intercepting many vessels with troops and ammunition, destined for the rebels in Scotland. Commodore Boscawen commanded at the Nore, as did Commodore Mostyn at Plymouth; and a strong squadron was kept cruising in the Channel under Admiral Martin. Rear-Admiral Byng was detached with a squadron to Scotland, where his cruizers greatly annoyed the rebels, and intercepted their supplies.

The Pretender continued to advance. At Manchester he was joined by a Mr Townley, a Roman Catholic gentleman, and about two hundred followers; and, on the 4th of December, the rebels entered Derby. On their approaching so near to the capital, the King resolved to take the field. The volunteers of the city of London were incorporated into a regiment; and the gentlemen of the long robe engaged to fight under his Majesty,

Majesty, with the Judges, as officers, at their head. The rebels made a halt for one day at Derby. Their army was much fatigued, and greatly disheartened that so very few had joined them. On this, Mr Cameron pressed the Prince to avow himself a Protestant, and go publicly to church; but so strongly rooted were the principles which had proved the ruin of his family, that he would not follow this salutary advice. At Derby, the rebels held a council of war, and debated, Whether to proceed on their route to London, or to retire into Scotland and wait for reinforcements? The latter opinion was adopted unanimously*.

The Scottish chieftans, hitherto unused to controul, grew jealous of each other, so that factions began to break out among them; and many were displeased at the partiality which the young Adventurer manifested towards the Irish who had accompanied him from France. The Pretender now perceived, when too late, that he was duped by France; and the disaffected in England, seeing no probability of success, were too wise to take up arms in so hazardous an enterprize. While at Derby, he called for a glass of malt liquor, and drank to all his friends in England. "I have now done," says he, "as much for them, as they have done for me."

The rebels, after halting a day at Derby, began their retreat into Scotland with the greatest expedition. They had taken every precaution to conceal their design, by which they gained a good many miles in advance of the King's army, now commanded by his Royal Highness the Duke of Cumberland. As soon as the real design of the insurgents was known, the King's army was put in motion, to endeavour to cut off their retreat; but so rapid was their march, that it was late in the day, of the 18th of December, ere the cavalry could get up with their rear-guard, at the village of Clifton, within three miles of Penrith. The Duke caused some of the dragoons to dismount, and endeavour to dislodge the rebels from the

* The council of war, at Derby, was accidental. Most of the officers being at the Pretender's quarters, and taking into their consideration their situation, they were all unanimous in advising him to retreat, rather than come to an engagement, without almost a certainty of success, in a country that stood waiting to declare for the conquerors; in which case, a defeat to his army there must have proved fatal. Lord George Murray's letter, Scots Magazine for June 1749.

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the village. The troops behaved extremely well; and, after a contest of an hour, the rebels were forced to retire. Their rear-guard was, on this occasion, commanded by Lord George Murray; who finding his assailants were only the cavalry of the Duke's army, sent, it is said, notice thereof to the Pretender, and urged him to return with his army; assuring him, that with their numbers, they might certainly defeat the aforesaid cavalry, which would infallibly retard the motion of the King's army, and greatly facilitate the retreat of their own. This advice, however, was not approved of. On the return of the officer he had sent, he gave orders for a retreat. The loss on either side was inconsiderable.

After leaving a garrison, and most of their cannon in Carlisle, the rebels entered Scotland in two columns, and continued their retreat with great diligence. One column marched by Lockerby and Moffat, the other by Dumfries; where they levied heavy contributions, and carried off hostages for what was not completed: they both reached Glasgow, the 25th of December. The rebels chose this route, not caring to go by Edinburgh, where there was a considerable military force, and which they must have beat, ere they could have established themselves in the city or its environs. The King's army halted a day at Penrith, they being greatly fatigued by forced marches; and afterwards resumed the pursuit of the rebels. Arriving in the neighbourhood of Carlisle, on the 20th, the Duke ordered that city to be invested; but could not open his batteries against it, till his battering cannon arrived from Whitehaven. In the mean time, the rebel garrison kept firing their cannon wherever they saw any of the King's troops. The cannon being arrived, the batteries soon silenced those of the rebels; who, on the 30th, were glad to surrender at discretion.

As soon as the King's troops had obtained possession of Carlisle, the Duke set out for London, in order to concert the proper measures for effectually crushing the rebellion. The army continued its route to Edinburgh, where it joined the forces assembled there; the command devolving on Lieutenant-General Hawley. The rebels continued some little time at Glasgow, where they acted with great rigour, on account of

the loyalty which that city had shewn, in raising a regiment for the service of Government while they were in England. They exacted heavy contributions in money and clothing for their army; and as all the former could not be raised in the time allotted for it, they carried off some persons of rank as hostages. Some of the chieftans were so much exasperated against Glasgow, that, on quitting it, they resolved to set the city on fire. This design, however, it is said, was happily prevented by the interposition of Cameron of Lochiel and his brother. This was doing a very important service to the public, and, if true, ought not to have been overlooked.

What forces the rebels had in the north of Scotland, were now assembled, (together with their feeble reinforcements from France,) at Perth: and their whole army soon after formed a junction in the neighbourhood of Stirling. They blockaded the castle of that place, until their cannon arrived.

General Hawley being now at the head of a considerable military force, advanced as far as Falkirk, to observe the motions of the rebels; who being joined by their associates from the north, resolved to give battle to the Royal army. They had several men of rank among them, who knew every inch of ground in the neighbourhood of the place where they then were, and conducted them round some hills*, almost unperceived by General Hawley, to a rising ground about a mile above the town of Falkirk. By this position, they would have had it in their power, either to have attacked the King's army at a great disadvantage, or to have got between them and Edinburgh, and by that means have cut off their supplies. On perceiving the intention of the rebels, General Hawley immediately changed his position, and marched up the rising ground to attack them. While his infantry was forming, and the artillery coming up, he ordered some cavalry to charge them. But the rebels advancing with great briskness, the Royal army was thrown into confusion, and fled. The terror they were struck with, seized on the other troops, and a general route took place. A heavy rain beat in the faces of the King's forces, which not only prevented them from seeing the enemy, but so greatly damaged their powder, that their fire-arms became of little use.

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This the rebels foresaw would be the case, which induced them to take the circuit they did, in order to have the wind at their backs. The commanding officer of the King's artillery fled among the first; and the defeat would have been complete, had it not been for the efforts of Major-General Huske, and Brigadier-General Mordaunt, who rallied two regiments of dragoons, and two of infantry; making, at the same time such resistance to the enemy, as checked their progress, put a stop to their pursuit, covered the retreat of the troops, and even enabled them to bring off some of the cannon. But for this, the whole army would have been cut to pieces.

General Hawley, when he saw the confusion become general, sent orders to set fire to the tents, which were still unstruck in the camp; yet the order was not so completely executed, but that most of them, as well as of the cannon and stores, fell into the hands of the rebels. Fortunately, the reduction of Stirling castle appeared to them of much greater importance than following up the victory they had so very easily obtained; and they lost no time in forming the siege. The King's army retreated to Linlithgow, and soon after was cantoned in and about Edinburgh.

In this hopeless situation were things when his Royal Highness the Duke of Cumberland arrived in Scotland, January 30th, to take the command of the troops. His presence infused fresh spirits into the friends of Government, and a damp into those of the disaffected. The rebels before Stirling castle would not believe it; and threatened to punish any person who dared to assert, that the Duke of Cumberland was arrived in Scotland to take on him the command of the army. But they were speedily convinced of the truth of it: for, so soon as all the necessary stores were arrived, his Royal Highness put the army in motion, with a design to give the rebels battle, or force them to raise the siege of Stirling castle, still most gallantly defended by Major-General Blakeney.

No sooner did the rebels learn that the King's troops were advancing, than they resolved to retreat northwards, with all expedition. They blew up the church of St Ninians, in which was their chief magazine of powder; raised the siege, and set out for Perth, where their army divided, some taking the High-

road, while the rest went by Aberdeen; giving out, that they expected great reinforcements from France, and that they would wait for the King's forces on the banks of the Spey.

The army arrived at Stirling on the 2d of February; and as soon as the bridge across the Forth was repaired *, the army was put in motion, and reached Perth and its neighbourhood on the 5th and 6th. The Duke finding that the rebels had withdrawn all their posts in the low country, pursued such measures as would effectually prevent them giving him the slip, and returning to the South, through the Highlands. While he was advancing northwards, by the coast road, a strong garrison was placed in Stirling castle. Some dragoons and infantry were stationed at Perth, under the command of the Earl of Crawford, whither the Hessian troops, now arrived in Leith roads, were ordered to repair, and act under his Lordship's orders. Detachments were ordered in from Perth, to secure the strong passes, such as, Blair in Athol, &c.

The army was divided into two columns, and set out in pursuit of the rebels. The first, led by the Duke, marched by Dundee; and the second, led by the Earl of Albemarle, went by Cupar-of-Angus; both columns to unite near Aberdeen. This was deemed the most eligible plan; as by it the army could receive whatever necessities they stood in need of from the fleet, which sailed along the coast, and advanced northward with them.

The Royal army arrived safe at Aberdeen the 25th, as the rebels did in the neighbourhood of Inverness, the 18th. The Earl of Loudoun not having sufficient force to make head against the united army of the rebels, put a stout garrison into Fort George at Inverness, under the command of Major Grant, (who made a very poor defence), and, with the rest of his forces, he then retreated into Ross-shire; Lord President Forbes going along with him.

While his Royal Highness was refreshing his army at Aberdeen, the rebels made several successful expeditions. They soon prevailed on Major Grant to surrender Fort George to them; on which they sent a party, under Lord George Murray, and Lord Nairn, as far as Blair in Athol, with a view to

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746. seize on the castle, to raise recruits, and to procure provisions. Sir Andrew Agnew, with a handful of men, defended the castle, until he and his men were reduced to eat horses flesh. He was relieved, after sixteen days close siege, by a detachment of the King's troops and Hessians, under the Earl of Crawford, who obliged the rebels to retire.

Another party was sent against Fort Augustus, which Major Wentworth most shamefully surrendered to them. The stores they found therein, proved a most seasonable supply; and, flushed with their success, they proceeded to lay siege to Fort William. General Campbell suspecting their design, procured a reinforcement of troops, which were thrown into the place; and Captain Scott made so gallant a defence, that they were forced to raise the siege, and retire to Inverness.

Another expedition was sent against the Earl of Loudoun. They collected together all the boats they could; and, the weather being extremely foggy, they, unperceived by our ships of war, ferried over, into Ross-shire, about two thousand men, under the command of the Duke of Perth and the Earl of Cromarty. They surprised some companies of the Earl of Loudoun's regiment at Tayne, who did not expect any attack from that quarter. Lord Loudoun and the Lord President Forbes, being up the country, escaped them. Lord Loudoun afterwards collected the few forces he had, and retreated with them, first into Sutherland, and afterwards to the Island of Skye, where he was of considerable use, by hindering any recruits or provisions going to the rebel army. The Earl of Cromarty seized on the castle of Dunrobin, belonging to the Earl of Sutherland; while the Duke of Perth rejoined the rebels. This was the last of the rebels successes; and the time drew near, when the scene of affairs was to receive a change, and peace and happiness be restored to the country.

His Royal Highness, while at Aberdeen, was joined by the Duke of Gordon, and many other well-affected noblemen and gentlemen. The army was put in motion on the 6th of April, and, on the 12th, arrived on the banks of the river Spey. There was expected the rebel army would make a stand, and endeavour to hinder the King's forces from passing the river. Every thing was in their favour. The river being deep and rapid, the cavalry would there have been unable to act against them; but their whole conduct shewed, that subordination and good counsel

counsel did not reign among them. The army passed the river unmolested, and encamped on the western banks of it; and next day, encamped a little beyond the town of Elgin. On the 14th they marched to Nairn, and encamped: they halted the 15th. The rebels formed a design to endeavour to surprise the King's army before day-break on the 16th; being of opinion, that the preceding day having been the anniversary of the Duke of Cumberland's birth, they conceived hopes from that circumstance, that the troops might be off their guard, or perhaps intoxicated with liquor, from celebrating that event. For this purpose, they actually put their army in motion, and advanced several miles on the road to Nairn; but they either set out at too late an hour, or the badness of the road had protracted the time beyond their calculations. They found that it would be day ere they could attack the out-posts of the King's army, and consequently that the whole would be alarmed, and ready to receive them, by the time they reached the Royal camp. On this they relinquished the enterprize, and returned to their former ground, about nine o'clock, on Drummossie muir, near Culoden House, about three miles from the town of Inverness, where they resolved to wait the approach of the Duke's army, and give it battle*.

Early in the morning of the 16th of April, the Duke put his army in motion; and, from the intelligence he received that the rebels waited for him, he so arranged his troops, that they could, on the shortest notice, form in order of battle. About noon, he came in sight of the rebel army, drawn up in thirteen divisions. He kept advancing until he had a distinct view of them, when he made some few alterations in his original plan of attack. A little before one in the afternoon, the Duke of Cumberland's cannon began to fire; which being extremely well served and pointed, did very great execution. Those of the rebels, on the contrary, were remarkably ill served, and did little or no execution. As the King's army kept advancing, the rebels made a most furious attack on its left wing, where Barrell's regiment was posted. They were received with great firmness. Being supported by the fire of the second line, the rebels were checked

* Extracted from an account of this affair by Lord George Murray, and published in the Scots Magazine for June 1749.

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and the cavalry charging them briskly at the same time, their troops were broken. The left wing of the rebel army being likewise successfully attacked, the whole gave way; and in less than half an hour they were totally defeated, and fled with the greatest precipitation towards the town of Inverness. About eight hundred of them were killed in the action, and about four hundred more in the pursuit.

The Pretender, with some few followers, made for the house of Lord Lovat, who came out to meet him. But when he was informed of the fate of the day, the hoary traitor, so far from affording the unhappy fugitive any consolation, or condoling with him on the occasion, felt only for himself; and he had even the brutality to insinuate, that the misfortune which had happened was owing to a want of resolution, in not leading the troops on to battle; at the same time, imputing his own impending ruin to his attachment to the House of Stuart.

The Pretender reached the Western Islands, and there eluded the most active and vigilant pursuit. The hardships he underwent, and the frequent and narrow escapes which he made, are scarcely to be paralleled. The reward offered by Government of 30,000*l.* for apprehending him, was a circumstance well known; yet such was the fidelity of the persons to whom he intrusted himself, although poor and wretched in the extreme, that they kept his secret, and never betrayed or forsook him.

After suffering the greatest distress from cold, hunger, and fatigue, he was, on the 20th of September, taken on board a French privateer, called the *Bellona*, sent on purpose from St Malo*, which conveyed him to France.

The

* The vessel was sent by young Sheridan, and some of the Pretender's Irish adherents, and conducted to Moidart by Colonel Warren of Dillon's regiment. With the young Adventurer embarked Cameron of Lochiel and his brother, and some others. Having sent notice to all his friends within his reach, of the opportunity that now offered to them of escaping, all availed themselves of it who could. They put to sea immediately; and on the 29th arrived at Roscou, (a small port in Brittany, near Morlaix), after a pleasant voyage, but not without great risk, as a squadron of British ships of war was at that time cruising in the Channel. Two large French privateers of force came to an anchor in Loch Nouay, on the coast of Lochaber, the end of April. There they were discovered by Captain Noel of the *Greyhound*, of twenty guns, who being joined by the *Baltimore* and *Terror* sloops, attacked them in the Loch; but the enemy's ships were of such superior strength, that they were obliged to retire. The Duke of Perth, (who died on his passage), his brother, and many other of the rebel Chiefs, embarked on board of these privateers, and escaped to France.

The Earl of Kilmarnock, Lord Balmerino, and many other persons of rank, were made prisoners on the field of battle, or in the pursuit, together with upwards of a thousand men. The loss which the King's troops sustained in the action, was very inconsiderable; and no officer of rank was killed, except Lord Robert Ker, son of the Marquis of Lothian, who was a Captain in Barrell's regiment. What rendered the battle of Culloden still more complete, was, that on the day on which it was fought, the loyal Clans of Sutherland and Mackay attacked the castle of Dunrobin, when, after a stout resistance, the Earl of Cromarty, his son Lord Macleod, and their adherents, were made prisoners: this completely crushed the rebellion. A few days after the victory, his Royal Highness the Duke, was joined by the Earls of Sutherland and Loudoun, and the Lord President Forbes. They had heard of his advancing with his army from Aberdeen, and were hastening to give him all the assistance in their power.

It is to be wished, that a veil could be thrown over the measures which were pursued for extinguishing the rebellion after the battle of Culloden. Glorious would it have been for Great Britain, had the advice of the illustrious and humane Forbes been followed! Mercy is ever the attribute of, or attendant on great minds. On this occasion, it would have accomplished, what an unrelenting severity served only to rivet and confirm. Jacobitism would not only have been annihilated, but the affections of the adherents of the House of Stuart would have been transferred to the House of Hanover. It is to be lamented, that the great Forbes lived at a season when hoodwinked faction had but too much influence. Had he lived in times like the present, his meritorious services had probably been distinguished by a seat in the great hereditary council of the nation.

That true patriot, Archibald Duke of Argyle, followed up the plan of President Forbes. In the year 1756, he laid the axe to the root of Jacobitism, forming the disaffected Highlanders into good and loyal foldiers, who made themselves conspicuous for their bravery, and rendered the most important services to Great Britain, in every quarter of the globe.

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VOL. I.

In relating the foregoing important events, which occurred during the existence of the rebellion in Scotland, in the years 1745 and 1746, the Author thought it would be better to deviate a little from his plan, and lay them before the reader in one connected series, from the commencement of that rebellion, to its conclusion. He has placed several transactions in a different point of view from others who have wrote on this subject before him. But having had an opportunity of receiving the most authentic information, he has related all the transactions with the utmost fidelity. Time, which cools our passions, and enables us to see things in their proper light, has now brought about the happy period, when an author can freely relate facts without being suspected of disaffection to the present Government, and agree in sentiment with the celebrated Mr Pope,

“Blame where we must, be candid where we can.”

EAST INDIES.

IN treating of the affairs of the year 1744, we left Commodore Barnet at Port Praya, in the island of St Jago, one of the Cape de Verd islands. From thence he proceeded to his station, touching at the island of Madagascar, to take in water and provisions. Here he formed a plan for intercepting the French ships on their return from China. That the enemy might not obtain intelligence of his being in the Indian seas, he resolved not to go to the coast of Coromandel, but, with his own ship and the Preston, to proceed to the Straits of Sundra, and from thence into those of Banca, ordering the Medway and the Diamond to proceed to the Straits of Malacca. He had no enemy to fear; the French having only one ship of fifty guns at this time in India.

The Commodore, and Lord Northesk, the better to deceive the enemy, disguised their vessels so as to resemble Dutch ships; in which style they arrived in the Straits of Banca; where, on the 25th of January, they saw three sail of large ships coming down, and speedily discovered them to be French ships.

ships. The Deptford and Preston got under sail; and so effectually were both ships disguised, that they came within less than musket-shot of them. They were, however, very well prepared for their defence at all events; for, when our ships struck the Dutch, and hoisted their proper colours, the enemy were as ready as they to begin the action, which immediately commenced by the Commodore's giving the headmost ship a broadside, which all the three ships of the enemy returned with briskness. They held out for an hour and a half, when they struck their colours; and proved to be the Dauphin, Captain Butler; the Hercule, Captain Dufrein; and the Jason, Captain Delametrie. Each ship was about seven hundred tons burden, mounted thirty guns with one hundred and fifty men, all having very rich cargoes on board. The Commodore carried his prizes to Batavia, where he sold them to the Dutch, for 80,000 l. but which were well worth 350,000 l.

Soon after Commodore Barnet had sailed from England, Commodore (afterwards Lord) Anson, arrived from his famous voyage to the South Seas. The success he had in taking the Acapulco ship, suggested the idea to the British Ministry, that the next annual ship from the same place to Manilla might be easily intercepted, by some ships detached from Commodore Barnet's Squadron, for that purpose. Accordingly the Lively frigate, Captain Elliot, was sent express to the East Indies, with orders to the Commodore to that effect, if he could spare ships. He found him at Batavia. All due care had been taken by the Admiralty, to furnish him with charts and other authentic information, to insure him success; which appears by a letter from the late Earl of Winchelsea, dated September 24. 1744; and another from Captain Anson, of the 14th of the same month; for authentic copies of which (see Note 38.) But the Presidency of Madras having learnt of the great preparations which M. de la Bourdonnais was making at the Mauritius, they were so much alarmed thereat, that they pressed the Commodore, in the strongest terms, to come to their aid. So, in order to protect their settlements, he was obliged to relinquish the scheme of intercepting the galleon. He accordingly sailed from Batavia; and, after cruizing for

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some time, for the protection of the Company's trade, he proceeded to the coast of Coromandel.

The Medway and Diamond were disguised in a similar manner with the Deptford and Preston; and, in the way to their station, they called at Achen, at the west end of the island of Sumatra. Here they found a large French privateer, which they took: she had been fitted out, and sent by the French East India Company, at Pondicherry, to cruize in the Chinese seas*. They then proceeded to the Straits of Malacca, where they took a French ship from Manilla, having on board seventy-two chests of dollars, containing three thousand each; and two chests of gold, alone worth 30,000 l. Shortly after, hearing of the success of the Deptford and Preston, by a Swedish East India ship, they proceeded with their prizes to the general rendezvous at Batavia, and joined the rest of the squadron.

Commodore Barnet, with the squadron under his command, arrived at Madras in July. The appearance of this squadron, small as it was, under the command of so active an officer as the Commodore was known to be, greatly alarmed M. Dupleix, the Governor-General of the French settlements in India; Pondicherry not being at this time completely fortified, while its garrison consisted only of about four hundred Europeans: neither had any French squadron yet made its appearance in India. The capture of the French China ships, and the report of a strong naval reinforcement being soon expected by the British Commodore, set the fertile genius of M. Dupleix to work, in order to counteract the designs of the British government. He had very considerable influence with the Nabob Anwar Adee Khan; and he represented this armament in such a dangerous light to him, that the Nabob sent notice to the Governor and Council at Madras, insisting, that neither the Company's forces, nor the ships of war, should commit any hostilities against the French possessions in the territories of Arcot. But the Nabob, at the same time, declared,

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* This vessel was purchased into the service; made a post-ship to mount forty guns, and called the Medway's Prize. The command was given to Captain Thomas Giffen.

that he would oblige the French to adhere to the same neutrality he demanded from them. In vain did the Governor and Council represent to the Nabob, that they would at all times pay the greatest respect to his command, as far as lay in their power. They observed, that what he now demanded greatly exceeded the extent of their authority; for that Commodore Barnet, the Commander of the British squadron, was the immediate officer of the King of Great Britain, by whose orders he acted, and was entirely independent of the East India Company's servants at Madras. M. Dupleix instructed the Nabob what answer to return to this remonstrance; "That all officers of the British nation who came on the coast of Coromandel, were equally obliged to respect his government in the Carnatic; and if Commodore Barnet with his squadron, should presume to act contrary to the orders he had now given, the town of Madras should atone for his will being disobeyed." The threats of the Nabob made a deep impression on the Governor and Council at Madras, inasmuch that they requested of Commodore Barnet to confine his operations against the enemy entirely to the sea; to which he consented. He thereupon sent a ship of fifty guns to cruise at the mouth of the Ganges, near Balasore; and she there captured several French ships returning from different ports in India to the French settlements in Bengal. The monsoon being soon to set in, the Commodore, to avoid it, proceeded with the rest of his squadron to Merguy, a port situated on the coast opposite to that of Coromandel, in the great gulf of Bengal.

N O R T H A M E R I C A.

No sooner did the royal approbation arrive for the attack on Louisburg, but every spring was put in motion for that purpose; the troops were raised, and every implement necessary for the siege provided with a celerity beyond description. The Admiralty sent orders to Commodore Warren at the Leeward Islands, to repair to Canso in North America, with what ships could be spared from that station, to take command of the fleet there, and to act in concert with the army for the reduction

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tion of Louisburg. Even before Mr Warren could put these orders into execution, Governor Shirley and Mr Pepperell had been so very active, that he found them all at Canso waiting his arrival. The Massachusetts-bay troops had been escorted from Boston, by the Shirley galley of twenty-four guns, commanded by Captain Rous, and ten more stout privateers. They arrived so early as the 4th of April, and encamped on Canso hill, to wait the arrival of the rest of the troops, and of the fleet. Mr Pepperell employed this time in exercising and training his men; while Captain Rous, with the greatest part of the privateers, proceeded off the harbour of Louisburg, as well to intercept any supplies going for the place, as to prevent the enemy from obtaining any intelligence of the enterprize. This was a most fortunate precaution; for the Court of France were in the utmost consternation, when they first heard of the plan; and immediately dispatched the *Renommée*, one of their best-sailing frigates, with dispatches for the Governor of Louisburg. But, on the 18th of April, when very near the harbour of Louisburg, she fell in with Captain Rous's squadron of privateers, who directly attacked her, and forced her to fly: she was much disabled in the action. This frigate soon after fell in with the Connecticut troops going to the general rendezvous, escorted by a stout privateer sloop; these she attacked; but the Captain of the privateer found the enemy so much work, that the troops got off, and then he made sail and left her. The *Renommée* made some farther attempts to deliver the dispatches with which she was charged, knowing them to be of the greatest importance; but always finding the harbour strongly guarded, the Captain was constrained at last to return to France, without accomplishing his design.

On the 22d of April, his Majesty's ship the *Eltham*, arrived at Canso; and next day Commodore Warren in the *Superb*, with the *Launceston* and *Mermaid*, arrived. (See Note 39.) The Commodore landed immediately; and, after conferring some hours with General Pepperell, returned on board, and sailed with all the King's ships, in order the more effectually to block up the harbour of Louisburg. The troops were all embarked on the 29th, and proceeded to Gabarus-bay, about four miles from Louisburg. This was matter of great surprize to the

Governor of that place, who, little expecting such a visit, was wholly unprepared for it. The small privateers and armed vessels were ranged along shore; and, in the forenoon of the 30th, about two thousand troops embarked in boats in order to land. On this, M. de Chambon, the Governor, sent out a detachment under an experienced officer to oppose the descent. But General Pepperell deceived him so well, by making a feint as if he intended landing his forces at the Flat-point, that the enemy took post there. The General seeing this, ordered the boats to row with the greatest briskness, by which he landed his men, as fast as they arrived, about two miles farther up the bay. The enemy now marched round to oppose them; but the detachment first landed, and who did not exceed the Frenchmen in numbers, attacked them as they approached with such briskness, that they presently defeated them, making the Commandant prisoner. This and the following days, the rest of the troops, (to whom the Commodore joined his marines), with the tents and stores, were landed.

The troops underwent very great fatigues, from the violent surf of the sea, bad roads, and foul weather. The supineness of the enemy had often excited wonder; and the cause of it remained a secret, till disclosed by the learned and judicious Abbé Reynal, who informs the public that a great disagreement subsisted between the French soldiers and their officers, and which originated from the following cause: The soldiers had been employed for a considerable time in adding to and repairing the fortifications of Louisburg, which service they performed with great alacrity, and the French Government paid amply what was charged for these improvements. The officers, however, appropriated the whole of the money to themselves. The soldiers remonstrated against this injustice, and claimed a share of it for their labour; but in vain, for they could obtain no kind of redress. Thereupon, incensed to the highest degree against their officers for their rapacious and sordid conduct, a general mutiny took place, and, for the space of six months, they had despised all authority. Such was the internal situation of the garrison of Louisburg, when our troops appeared before it. The soldiers then felt for the honour of their King and country, and expressed a willingness not only

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to forget the conduct of their officers, and the injuries they had received, but to unite with them in the common cause, and demanded of them to be led out to attack the British. But officers who had the meanness to act as they had done, were consequently incapable of entertaining a generous or honourable sentiment. Happily for the English, they mistrusted the sincerity of such noble and exalted declarations, conscious that they themselves would not do so much for their country. They checked the ardour of their soldiers, whom they kept up in the town during the whole of the siege, like so many prisoners; for had M. de Chambon mustered his whole force, and attacked our army immediately on their landing, and before they broke ground,—considering the undisciplined state of our troops, and the probable ardour with which the French soldiers would have fought, to regain the confidence of their officers, there is little doubt but that they would either have been forced to reembark again, or, at least, would have been so much checked at the beginning of the enterprise, that the taking of the place might have turned out a very difficult matter.

We shall not enter into a minute detail of all the operations of the siege, but only inform the reader of some of the most important particulars. The enemy committed a very great blunder in abandoning the grand battery so early in the siege as they did, and that, too, without destroying either the works or the cannon. They saw their error when it was too late; and endeavoured to repossess it, but were repulsed, and obliged to retire. The attack our people made on the island battery was ill concerted, and it was no wonder they were obliged to retreat: but the perseverance of our troops deserves every commendation.

The return of the *Renommée* to France, made the French Ministry tremble for the fate of Louisburg. They dispatched the *Vigilante* of sixty-four guns, (the only ship they had ready, and newly off the stocks), under the command of the Marquis de Maisonsfort, with stores for the place; but, when within a few hours sail of the harbour, on the 19th of May, she was intercepted by Commodore Warren in the *Superb*, and several other ships of war, when, after a smart action, she was obliged to strike. This was conclusive; and the Commodore being now considerably

considerably reinforced by ships from England, resolved to push into the harbour with his largest ships, and to make a general attack on the fort; but he was prevented, by the Governor's offering to capitulate, and to yield up the place on the 27th of June. Possession was taken of it on the 28th. The garrison was composed of six hundred regular troops, and three hundred militia; they were allowed the honours of war, were not to serve for twelve months, and to be transported to France at the charge of his Britannic Majesty. Besides the cannon at the different batteries, there were found sixty-four pieces of cannon on the walls of the town. Our loss amounted to one hundred and one men killed, and about thirty who died of sickness. The enemy had three hundred men killed, besides near as many who died also of sickness.

The prizes made by his Majesty's ships and privateers, were very considerable. The *Vigilante* of sixty-four guns, besides being quite a new ship, had on board a great many battering cannon, a great quantity of stores of all sorts, and one thousand barrels of gun-powder, altogether valued at 60,000 l., exclusive of the ship, guns, and head money for five hundred and sixty men. Several valuable prizes were likewise made in endeavouring to evade the vigilance of our fleets: these were chiefly laden with stores and provisions. Besides which, the *Charmante*, a French East India ship of six hundred tons, twenty-eight guns, and ninety-nine men, was taken by the *Princess Mary* and *Canterbury*; she was valued at 200,000 l. The *Chester* and *Mermaid* took the *Heron*, another French East India ship, valued at 140,000 l.; and *Notre Dame de Deliverance* fell into our hands, conjecturing the place still to be in possession of the French, from the colours of that nation being always hoisted whenever a sail was seen to approach the harbour. By this stratagem they were decoyed in along-side our ships of war before they discovered their mistake. The fate of this last vessel was particularly hard. She had come from the South Seas with the *Lewis Erasmus*, and *Marquis d'Antin*; and were all three laden with cargoes of great value. They had nearly reached their destined port, when they were attacked by the *Prince Frederick* and *Duke* privateers. After a stout battle, the two former were taken, and the *N. D. de Deliverance* had the good fortune to escape.

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She made for Louisburg, where, seeing French colours hoisted, they thought their dangers at an end. As they drew nearer the harbour, however, two ships came out and bore down upon them, namely, the Sunderland and Chester, two British ships of war, sent out on purpose to make more sure of their prize; and a very valuable one she proved to be, having money and goods on board to the amount of 600,000 l.*

The reduction of Cape Breton was of the greatest importance to Great Britain, as well as to our North American colonies. It not only distressed the French in their fishing and navigation, but removed all fears of encroachment or rivalry with the British fishers on the banks and coasts of Newfoundland. It freed our northern colonies from a powerful and dangerous neighbour, overawed the Indians of that country, and secured the possession of the Province of Acadia, or Nova Scotia, to the Crown of Great Britain †.

Mr Auchmuty, as we observed in another place, had the sole merit of setting this glorious enterprize on foot. This alone might have convinced the mother country, what great things our colonists are capable of atchieving. Although the importance of this conquest might fall something short of Mr Auchmuty's sanguine expectations, yet it cannot be denied but that Louisburg affords our fishers a good and secure harbour, while, by increasing our fishery, it augments the number of our seamen, furnishing at the same time employment to many thousand families.

The news of the taking of Cape Breton occasioned the greatest joy in England; and the Ministry, sensible of the great exertions of the officers, represented their conduct to his Majesty,

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* Her cargo consisted of the following articles: 18 serons of gold, each 65 pounds weight, amounting to 1170 pounds Avoirdupois; 15,399 double doubloons, each worth four pistoles; 153 gold snuff-boxes, making 918 ounces of pure gold; a gold-hilted sword, the gold weighing 2 pounds; a gold watch; a five moidore piece; 36 pistoles; pieces of eight to the amount of 214,400 l. Sterling; 764 ounces of virgin silver, entered at 5 s. 6 d. per ounce; 31 pounds of silver ore; a large silver hargons; 9 silver snuff-boxes; 6 pairs of diamond ear-rings; 2 diamond rings; a pair of solitaires; 2 stone roses; 2 diamonds set in gold; 5 pairs of solitaires; 877 serons, and 316 bags of cacao; 203 serons of Jesuits bark; 12 tanned hides; 121 dozen of fans; 36 bales of Spanish or Carmenian wool.

† Smollet's Continuation of the History of England, Book II. chap. 8. page 142.

jefty, who was pleased to promote Commodore Warren to the rank of Rear-Admiral of the Blue. Governor Shirley obtained the command of a regiment, with the rank of Colonel. Mr William Pepperell was created a Baronet of Great Britain, and had likewise the command of a regiment given to him, with the rank of Colonel. The Shirley-galley was purchased by Government, made a post ship in the Royal Navy, and her former commander, Mr John Rous, appointed Captain of her. The Colonists were reimbursed by Parliament of all the expences incurred by them in this expedition; and Commodore Charles Knowles was appointed Governor over this new conquest.

CAPTURES MADE BY HIS MAJESTY'S SHIPS ON THE NORTH
AMERICAN STATION.

THE Flamborough, Captain Joseph Hamer, took a French ship of three hundred and twenty tons, twenty-four guns, and one hundred and twenty men, from the Havannah for Cadiz, having on board sixty thousand dollars, and several chests of gold; valued altogether, at 50,000 l.

The Rose, Captain Frankland, took, after a long and obstinate engagement, the La Conception, of four hundred tons, twenty guns, and three hundred and twenty-six men, from Carthagena for the Havannah. The Rose had only one hundred and seventy-five men on board when the action began. The enemy had one hundred and sixteen men killed, and forty men wounded. On board the Rose, five men were killed, and thirteen wounded. The prize was carried into Charlestown, South Carolina, and proved of great value; having on board eight hundred serons of cocoa, sixty-eight chests of silver, gold and silver coin to a great amount; plate; a curious two-wheeled chaise, the wheels, axletree, &c. all of silver; diamonds, pearls, precious stones, gold, &c.; together with the Viceroy's secretary, and other rich passengers.

In order to form a proper idea of the immense value of this prize, we shall quote the words of a very respectable authority, viz. Peter Henry Bruce, who was at Charlestown when the Conception arrived. "Captain Thomas Frankland brought in
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"consisted in pistoles, a few chests of dollars, and a great
"deal of wrought gold and silver. The quantity was so great,
"that the shares were delivered by weight, to save the trouble
"of counting it; so that pistoles were now seen in greater
"plenty, than the dollars had been in Providence; which
"could not but be very mortifying to Governör Tinker, who
"was thereby deprived of the profits accruing from her con-
"demnation, considering Captain Frankland was stationed
"there. But he met with this mortification in general, as no
"privateer would ever enter with their prizes into the harbour
"of Providence, after the treatment that Sibbald and Dowall
"had met with. After all, when the cargo was taken out of
"this prize, and the vessel was to be put up for sale, the
"French Captain told Captain Frankland, that if he would
"engage to reward him handsomely, he would discover a hid-
"den treasure to him, which no one knew of but himself.
"Captain Frankland engaged to reward him very generously;
"and he did discover thirty thousand pistoles in a place where
"no one would have thought of finding any thing. The
"French Captain afterwards told Governor Glen, that Cap-
"tain Frankland's generosity consisted only in one thousand
"pistoles; a poor reward, he said, for so great a discovery.

"Captain Frankland made another very accidental discove-
"ry: He had taken into his service a brisk little French boy,
"who had belonged to the French Captain; who, having a
"walking-stick of no value, one of the sailors had taken it
"from him. The boy lamented his loss so much, that Cap-
"tain Frankland ordered search to be made for it, to return it
"to the boy. The stick was brought to the Captain, who
"seeing it was of no value, asked the boy how he could make
"so much ado about such a trifle? The boy replied briskly,
"he could not walk like a gentleman, and shew his airs, with-
"out a stick in his hand. Upon the Captain's going to return
"him the stick, he gave him a tap on the shoulder with it,
"and finding something rattle in the inside of it, withdrew to
"a room by himself, and taking off the head of it, he found
"jewels (according to the French Captain's report) worth
"twenty thousand pistoles. The Captain had given the stick
"to the boy when he surrendered, in hopes of saving it; ima-
"gining

"gining no person would take notice of such a trifle in the
"hand of a boy."

WEST INDIES.—JAMAICA STATION.

No sooner had the French Ministry received intelligence that Vice-Admiral Davers, with a strong squadron, (See Note 40.) was dispatched to the West Indies, than they also sent thither a strong squadron under the command of the Chevalier de Caylus. He arrived at Martinico, the 28th of March, and caused great consternation among all the British islands; for the naval force left under the command of Commodore Knowles, by Commodore Warren, when he went to North America, was scarcely able to afford protection to the trade of the islands, much less to cope with the naval force under M. de Caylus; who, when at Martinico, took on board his fleet twelve hundred sailors extraordinary, and fifteen hundred volunteers. Instead, however, of making any attack on the British islands, he sailed for Leogane, at the west end of the island of Hispaniola. So considerable a force in the neighbourhood of Jamaica, gave Governor Trelawney such just reasons to apprehend an attack, that he proclaimed martial law, assembled the militia, and put the island in the best condition in his power to make resistance. The Spaniards had a strong squadron at the Havannah; and had they united their forces to those of the French, the island would have been in the greatest danger.

At this time, a conspiracy was discovered among the Negroes; and it might have been attended with the most serious consequences, had there been a powerful enemy at hand to have assisted them. Such associations were then more frequent; as the treatment the unfortunate Negroes met with, was severe in the extreme. But, from the wisdom of the Legislatures of the several West India islands, in which Jamaica led the way, the hardships they laboured under are greatly mitigated, if not entirely removed. They now enjoy more liberty than in their native country; and, from the regulations made, the situations of the Negroes, and their families, are rendered comfortable.

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Sir Chaloner Ogle, when he returned to England, took most of the large ships with him; so that until the Spaniards left the Havannah with their fleet, in order to convoy home their treasure, Admiral Davers could only act on the defensive.

The Drake sloop of war, Captain Clarke, captured a Spanish sloop from Carthagena, with eight thousand pieces of eight on board. Also, a large French ship from St Martin's, of twelve guns, and twenty-four men, laden with cocoa, sugar, and indigo.

The Merlin sloop of war, Captain David Brodie, took the Union, the Vainqueur, and the Bacchus, three French privateers, of sixteen guns each; the St Antonio, a Spanish privateer of ten guns; the Petit Guave, a French privateer of fourteen guns; and the Ferdinand of eighteen guns. This last, he boarded and carried. The enemy had forty-two men killed and wounded. But what redounded much more to his honour was, his attacking, and after an obstinate engagement obliging to retire, two Spanish xebèques, each of equal force to the Merlin. These were the vessels which had taken his Majesty's sloops the Achilles and Blast, and had been fitted out for the express purpose of taking the Merlin.

The only expedition the French Commodore engaged in, proved unsuccessful. This was against the little island of Anguilla. Perhaps, indeed, he judged his force inadequate to reduce any of our principal settlements. This small island was therefore singled out, most likely by way of retaliation on Governor Hodge and his little corps of Anguillian volunteers, for their dispossessing the French of the island of St Martin's in their neighbourhood, the year before. With this intent, M. de Caylus detached M. la Touche, with two frigates, and some privateers, having very near seven hundred men on board. They appeared off the island the 21st of May, and landed their troops. Governor Hodge had no other military, than the militia of the island, to resist these regular forces; and even these did not exceed one hundred and fifty men. He had raised a breast-work at a narrow pass, behind which he resolved to make his stand. The enemy attacked him with great briskness; but he maintained his ground, and in less than a quarter of an hour, he obliged them to retire with the loss of thirty-

ty-two men killed, and twenty-five wounded; near fifty were made prisoners, being so hotly pursued that they could not reach the boats with the rest of their companions. Captain La Touche was wounded in two places.

LEEWARD ISLAND STATION.

THE British Ministry were no sooner assured that M. de Caylus had sailed with a squadron of ships of war to the West Indies, than orders were sent to Vice-Admiral Medley to detach a part of his fleet, (See Note 41.) under the command of Vice-Admiral Townsend to that quarter. He accordingly left Gibraltar the 2d of August, and arrived off Martinico the 3d of October. He there joined the Pembroke of sixty, and Woolwich of fifty guns, and continued cruizing off that island, which the success of his cruizers very much distressed.

The French being now sensible how much their trade suffer from our cruizers, sent out a strong fleet under the command of Commodore Macnamara, in the Magnanime of eighty guns, to escort two hundred sail of ships, laden with merchandize, stores, and provisions, for the West Indies; but advice being conveyed to Vice-Admiral Townsend of their sailing, he kept a sharp look-out for them. On the 31st of October, about seven in the morning, he discovered about forty sail of French ships coming round the south end of the island of Martinico, close under the shore. Five or six appeared to be large ships, whereupon he made the signal for the line of battle; but finding that their Commodore endeavoured to avoid him, he hauled down the signal for the line, ordered a general chase, and pursued the enemy with all possible expedition. This plan succeeded so well, that several of the French merchantmen were driven to leeward, and taken. Vice-Admiral Townsend, with the largest of his ships, continued to pursue the French ships of war, when one of them called the Rubis, carrying away her fore-top-mast, the Lenox got near enough to exchange some broadsides with her. She was forced ashore into a sandy bay under a fortification, on the south side of the island. Commodore Macnamara in the Mag-

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unanimous, with great difficulty reached the bay of Fort Royal, and got close under the protection of the citadel and batteries; in doing which, however, he ran on a bank, where the ship lay for eight hours, but was got off by taking out a great many stores, starting her water casks, &c. The next day (November 1st) was spent in cutting out a number of their merchant ships, and in burning and destroying others. The 2d, the Vice-Admiral issued orders to the Dreadnought and Ipswich, to attempt to take or destroy the Rubis, which lay ashore. They fired some broadsides at her, but finding the shot did no kind of execution, they desisted from the enterprize as impracticable. The 3d, the Vice-Admiral sent the Ipswich, Argyle, and Severn, to pick up such vessels as had sheltered themselves in shore; otherwise, to burn and destroy them: and in this they were very successful. Of the French convoy destined for Martinico, upwards of thirty were taken, sunk, burnt, or driven ashore and wrecked. A blow which the enemy very severely felt.

The Vice-Admiral left a squadron to cruise off Martinico, and proceeded to visit all the British islands within the limits of his command. He collected the trade, and dispatched them under convoy of the Severn and Woolwich for England. After which he returned to his station off St Pierre's, Martinico, where he intercepted a French privateer of twenty guns, and two hundred men; and took five Dutch ships going with provisions from St Eustatia to Martinico.

MEDITERRANEAN.

VICE-ADMIRAL ROWLEY continued to command the British fleet in the Mediterranean; and early in the year he was joined by a strong reinforcement under Rear-Admiral Medley, (See Note 42.) The Ministry, receiving information that the French had dispatched a powerful fleet to the West Indies, gave orders to Admiral Rowley to send a strong detachment there likewise, under the command of Vice-Admiral Isaac Townsend, where he performed very great services. Vice-Admiral Rowley posted his cruisers in such a manner, that the Spaniards found it a very difficult matter to supply their army

army in Italy with provisions; no less than eighteen transports, great and small, with troops, stores, and provisions, being taken by the Rochester alone. He proceeded himself, leaving Rear-Admiral Medley with twenty-four sail of the line, to block up the Spanish fleet in Carthagena harbour, where the Spaniards had been extremely diligent in getting their ships of war ready for sea, with a design of escorting more troops to Italy, and then to effect a junction with the French fleet from Brest. The vigilance of Admiral Rowley, however, rendered all their schemes abortive. He watched the motions of the Spaniards so closely at Carthagena, that they durst not venture to quit that port. At the same time he detached Commodore Osborne to cruize off Cadiz, (where the Brest squadron was), with twelve sail of the line. This effectually prevented them from giving the assistance which both they and the Spaniards had proposed to the grand scheme of placing the Pretender on the British throne.

The Jersey of sixty guns, (one of Commodore Osborne's fleet) commanded by Captain Charles Hardy, fell in with, near the Straits' mouth, the St Esprit, a French ship of war of seventy-four guns. The Jersey engaged her from half an hour past six in the evening, till nine, when the St Esprit bore away, and returned to Cadiz to refit, having lost her fore-mast and bowsprit, and having twenty men killed in the action. She had five merchant ships under her convoy; but these, on the commencement of the action, put back to Cadiz. Two of them venturing out a second time, were pursued by his Majesty's ship the Dartmouth; when the crews finding no other means to escape, ran their vessels ashore, and set them on fire. The Dartmouth soon after forced ashore four Spanish polacres near Cadiz. The squadron before Carthagena, besides blocking up the Spanish fleet, did incredible mischief to the enemy's commerce. They took many valuable prizes to and from Marseilles and the West Indies; destroyed and took upwards of eight privateers; captured several vessels with timber for the use of the Spanish fleet, and destroyed others.

When the Genoese formally declared against the Queen of Hungary, and took part with the House of Bourbon, Vice-Admiral Rowley detached Commodore Cooper with a strong squadron,

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Squadron, and all the bomb-ketches he had with him, to bombard the ports on the coast of Genoa. Before the middle of September, the towns of Savona and Final suffered severely for the part the republic had taken; but they escaped tolerably well, when compared to the town of St Remo, which was laid in ruins by the ketches and ships of war. The unfortunate Corsicans availed themselves of this opportunity to endeavour to throw off the Genoese yoke; and the malcontents, as their oppressive Governors styled them, entered into negotiations with his Sardinian Majesty; the Marquis de Rivarola, one of their chiefs, promising to second most powerfully any enterprize that should be formed to dispossess the Genoese of the island.

Upon this, it was agreed, that Commodore Cooper, with his Squadron, consisting of fifteen sail, should sail for Corsica; and, on the 17th of November, he arrived off the harbour of Bastia, which is the capital of the island. Three ships of war anchored to the east of the town, at the distance of a musket-shot: two frigates anchored in like manner, and about the same distance, on the west; and four bomb-ketches lay right before the town. A summons was then sent to the Chevalier de Mari, Commissary for the republic of Genoa, to surrender; but he declared his firm resolution to defend the place to the last extremity. On the following day, he commenced hostilities, by firing on the British ships, on which a furious cannonade and bombardment commenced, and continued till early in the morning of the 19th; by which time all the cannon in the place were dismounted, great breaches made in the walls next the sea, eight or ten houses burnt, and many others greatly damaged; the squadron having expended five thousand cannon bullets, and five hundred bomb-shells at the town and citadel.

On the 20th, the squadron weighed and drew off; and as the Commodore had not heard any thing from M. de Rivarola, during the attack, it was suspected that he had not been able to appear in force before the place, and that he had relinquished the design. The contrary, however, soon appeared; for, on the 16th, he came within a day's march of the town with four hundred men, and took post. By the 19th, he was joined by considerable numbers; and being able

to muster a little army of two thousand determined men, he resolved to assault the place.

As soon as the British ships gave over the attack, the Chevalier de Mari called a council of war, in which it was resolved by himself and officers, to quit the town immediately, as from the damages it had received during the late attack, it was no longer tenable. They accordingly embarked on board two vessels in the harbour, and sailed for Genoa. The Gonfaloniere of Bastia, immediately on the departure of the Chevalier de Mari and his officers, convened the townsmen, who agreed to capitulate with the malcontents. The negociation was speedily settled; for M. de Rivarola entered the town in triumph on the 21st. The garrison consisted of four hundred men. Part of them inlisted with the Corsicans; the rest were made prisoners of war.

Commodore Cooper sent some ships of war and the bomb ketches under the command of the Honourable George Townshend to Leghorn, the latter to be refitted, and the rigging of the former to be repaired, which was all the damage or loss they had sustained. On the 3d of December, Captain Townshend sailed with the ships for Corsica, ordering the ketches to follow him as soon as repaired. When he arrived there, he found that the Genoese had been driven from St Fiorenzo, and the town of Mortella; so that they only possessed Calvi, Ajaccio and Bonifacio, in the whole island; and of these, there was every reason to believe, the justly exasperated Corsicans would soon dispossess them.

The success of the different cruizers belonging to Vice-Admiral Medley's fleet, was very considerable. The *Rupert* and *Guernsey*, commanded by Captains Ambrose and Cornish, on their way from Gibraltar to Lisbon, took a Spanish register ship called the *Maria Fortune*, of three hundred and fifty tons, sixteen guns, and sixty-four men, together with some passengers, among whom was the Governor of Paraguay. Her cargo cost above 100,000 l. in Spain, and insurances had been made on her to the amount of 550,000 dollars. The *Rupert* took some other prizes, and came up with a French privateer which, on receiving the first broadside, sunk. In endeavouring to save the crew, Captain Ambrose lost his third lieutenant Mr Bell, and two men. The *Kennington*, Captain Cotton De-

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took the Postillion of Alicant, a Spanish register ship, valued at 24,000 l. The Guernsey took a Venetian ship from Cadiz for Genoa, with 80,000 pistoles, and much rich merchandize on board. Of a convoy which sailed from Naples, of near fifty sail, great and small, with stores and provisions for the use of the Spanish army, about forty of them were taken by the Rochester and Lowestoffe, belonging to Commodore Cooper's fleet.

His Sicilian Majesty broke through the neutrality he had engaged to observe, and openly sent troops to the assistance of his brother Don Philip. From the preparations which had been made by him, it was conjectured, that he meant to take a very active part in the war. He at the same time published a declaration, in which he pointed out some very plausible pretexts for his conduct; but he probably would not have been allowed to proceed in his design, without receiving another visit from the British fleet, perhaps still more unwelcome than that which had been paid him by Commodore Martin, in 1743; but his Majesty's father-in-law, the Elector of Saxony, having now become one of the confederates of the Queen of Hungary, sent the Count de Salvatico to Naples, to prevail on him to pay a greater deference to his counsels and remonstrances, and not to think of acting in direct opposition to the alliances he had entered into. It is supposed also to have been hinted by the Count, that unless some regard was paid to this, it would not be in the Elector's power to prevent a second visit from the British fleet. On this his Majesty resolved to act as an auxiliary only: therefore, to keep his faith with Spain, and at the same time prevent his own dominions from becoming the seat of war, all he did was to send ten thousand men, under the command of General de la Vieville, to the assistance of the Count de Gages.

CAPTURES IN THE BRITISH SEAS, &c.

THE Chester and Sunderland, commanded by Captains Geary and Brett, being in the Soundings on the 20th of February, gave chase, at ten in the morning, to a French ship of war; and at six in the evening, her main top-mast going by

the board, she struck her colours; and proved to be the Elephant, of twenty guns, and one hundred and thirty-four men, commanded by M. Sellet. She was from the Mississippi, having on board the Superintendent of that colony, with his wife and family, two French merchants, and other passengers; together with twenty-four thousand pieces of eight, some indigo, hides, logwood, and tobacco.

The Augusta, commanded by the Honourable Captain Hamilton, took the Comtesse de la Riviere, a privateer of St Malo, of twenty-two guns, and one hundred and sixty men, also, the Grand Biche privateer of St Malo, of twenty-four guns, and two hundred men. The Grand Biche, and another large privateer, had borne down, and attacked the Augusta, taking her for a merchant-ship; but, on receiving the second broadside from the Augusta, the latter sunk, and all on board perished.

The Fowey, commanded by Captain Taylor, on the 12th of June, chased on shore near to Fescamp, the Griffin privateer of St Malo, of twenty-six guns, and one hundred and fifty men. As she was bulged he could not bring her off: her foremast was shot away, and her lee gunwale broke. He ordered her guns to be spiked, and the stores and small arms belonging to her to be tossed over board, making her Captain and about forty men prisoners. The rest of the crew made their escape to the shore.

On the 3d of July, the Bridgewater and Sheerness, each of twenty-four guns, commanded by Captains Lord George Graham, and William Gordon, with the Urfula armed vessel of sixteen guns, commanded by Lieutenant Ferguson, being on a cruize, fell in, off Ostend, with three privateers of Dunkirk; viz. the Royal of twenty-eight guns, the Duchesse de Penthièvre of twenty-six guns, and a dogger of twelve guns, escorting seven prizes, which they were carrying into Dunkirk. After an obstinate engagement, four of the prizes, three of them Virginia ships, struck to the Sheerness; the two largest privateers struck to the Bridgewater; and two Bretonners and a Scots brig, to the Urfula: the dogger made her escape.

The Greyhound, Captain Douglas, in his passage from Cork

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to Lisbon, took two large French ships, richly laden, from St Domingo.

The Hampton Court, Captain Mostyn, took a French privateer of St Malo, called the Lys, of thirty-two guns, and two hundred and thirty men. She was added to the Royal Navy.

The Hampton-Court, the Captain, the Dreadnought, and the Sunderland, commanded by Captains Mostyn, Griffin, Fowke, and Brett, being on a cruize in the Channel, fell in with the Neptune and Fleuron, two French ships of war, of seventy-four guns, and seven hundred men each; having with them the Dartmouth, a British privateer, which they had lately taken. Our ships immediately gave them chase; Captain Griffin pursued, and retook the privateer. The Sunderland unfortunately carried away her main-top-mast, and fell astern. The Dreadnought being a bad failer, could not keep up with the Hampton-Court, who was gaining on the enemy. They were much too strong, however, for Captain Mostyn to attack them singly; and from this consideration, he was induced to give over chase. A great clamour being raised against Captain Mostyn and the other Captains, a court-martial, of which Vice-Admiral Steuart was president, was held, at the desire of the Captains themselves, to enquire into their conduct. They were all most honourably acquitted.

The Captain, commanded by Captain Griffin, captured the Grand Turk privateer of St Malo, of thirty-two guns, and two hundred and forty men. She was purchased by Government, and added to the Royal Navy. Captain Griffin also took the Achilles privateer, of St Malo, of twenty-two guns, and one hundred and forty-eight men.

The Monmouth, Captain Harrison, took the Vestale, a privateer of eighteen guns, and one hundred and sixty men.

The Squadron under Vice-Admiral Martin, cruizing in the Chops of the Channel, on the 26th of March, fell in with five sail of French ships, richly laden from the West Indies, and took them all. And soon after, he took the Panther, a French frigate, of twenty guns, and two hundred and sixty men, commanded by M. de Keruzaret.

His Majesty's ships Sutherland and Gosport, drove ashore, and

and burnt on the coast of Africa, a French outward-bound East India ship, of thirty eight guns, and one hundred and seventy men.

Captain Geary, in the *Chester*, chased a French privateer close to the fortifications of Ushant, where she anchored; but bringing the *Chester's* broadside to bear on her, he soon sent her to the bottom.

The *Saphire*, commanded by the Honourable Captain Kerpel, took the *L' Attalante*, of eighteen guns, laden with sugar, coffee, and cotton, from Martinico; and the *Superb*, a Spanish privateer of Bilboa, of sixteen guns, and one hundred and fifty men.

The *Lowestoffe*, Captain Crookshanks, took a very valuable prize, called *Le Fern*, of four hundred tons, sixteen guns, and one hundred and twenty men.

Besides the above, many other valuable prizes were made in the British seas; and several ships with officers, soldiers, stores, and money were taken, on their voyage to Scotland, for the purpose of assisting the Pretender.

The success of our private ships of war, during the course of this year, was prodigious.—Some merchants of London fitted out three privateers, viz. the *Prince Frederick*, of twenty-eight guns, and two hundred and forty-four men, commanded by Captain Talbot, who acted as Commodore; the *Duke*, Captain Morecock, of twenty guns, and one hundred and fifty men; and the *Prince George*, of twenty guns, and one hundred and thirty-four men, to proceed on a joint cruise. On the 2d of June, they sailed from Cowes, and on the 7th, the *Prince George* unfortunately overfet and sunk: the Commodore bore down to her assistance, but out of the whole crew he could only save twenty men. Not dismayed by so terrible a disaster, the two ships proceeded to cruise off the Azores, and between these islands and the great bank of Newfoundland. They met with no success till the 10th of July. Between five and six in the morning of that day, they discovered three sail bearing west, to which they immediately gave chase. They proved to be the *Marquis d' Antin*, of four hundred and fifty tons, twenty-four guns, and sixty-eight men, commanded by Magon Serpere; the *Lewis Erasmus*, of five hundred tons, twenty-eight

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eight guns, and sixty-six men, commanded by Pedro Lavigne Luenell; and the Notre Dame de Deliverance, of three hundred tons, twenty-two guns, and sixty men, commanded by Pedro Litant; all three belonging to St Malo. They had been four years in the South Seas, on the coasts of Chili and Peru; and were now returning from Lima, immensely rich. The enemy seemed to pay little attention to the privateers, and kept their wind. At seven o'clock Captain Talbot fired a gun at them, when they hoisted their colours, and formed a line. They were soon after attacked by the Duke, who was to windward. Captain Talbot kept to leeward, and got within pistol-shot of the Marquis d'Antin, when, after an engagement of three hours, she struck. During the action, the Lewis Erasmus got on the Prince Frederick's bow, placing Captain Talbot between two fires: and on the Marquis d'Antin's surrendering, she endeavoured to make off; but was overtaken, and obliged to submit. The Duke attacked the enemy's third ship, who made a gallant defence; but on seeing the Marquis d'Antin strike, she made all the sail she could crowd, and had the good fortune to escape for that time. She was afterwards taken, however, as she was entering the harbour of Louisburg, by his Majesty's ships Chester and Sunderland.

Captain Morecock, finding he could not overtake the Notre Dame de Deliverance, went to assist Captain Talbot in securing his two prizes; who was agreeably surprised to find them from the South Seas, and of such immense value. In the action, the Prince Frederick had one Lieutenant and five men killed, and twenty-two wounded. The Duke had seven men killed, and five wounded. The Marquis d'Antin had her Captain and six men killed, and eight wounded. The Lewis Erasmus had only the Captain and one man killed, and four wounded. Both prizes were dismasted; our people having aimed chiefly at their rigging, for fear of sinking the ships.

They reached Kinsale, the 30th of July, and were escorted from that place to Bristol, by three ships of war. The treasure and plate were put in forty-five waggons, and conducted to London, quite through the city to the Tower. The waggons were ornamented with streamers, and guarded by sailors, attended by music. Upon a division, each common seaman

seamen received the sum of 850 l. as his share of prize-money. The officers in proportion to their ranks.

The behaviour of the proprietors of the privateers, deserves the highest commendation. The sum to be shared among them, amounted to 700,000 l.; which they received soon after the rebellion in Scotland broke out. This money they nobly made a tender of to Government; well-pleased to accept of the national security as a sufficient pledge for their treasure. The offer was accepted; and the names of the proprietors ought to be handed down to posterity, and ranked among those who truly deserve the name of Patriots.

Captain Talbot behaved with the greatest politeness and generosity to his prisoners. The officers were allowed to keep their money, rings, watches, swords, &c.; and to each of the common sailors, twenty guineas were given when they were set on shore. The enemy wished greatly to ransom the ships; but this, Captain Talbot refusing, they made discovery of a considerable treasure hid in the sides of the prizes; for which discovery they received a handsome present. Besides all this, in overhauling the cocoa and other goods, the seamen every now and then found a gold wedge concealed.

A French East India ship, of seven hundred tons burden, valued at 150,000 l. was taken by the Surprise privateer of London, Captain Redmond, after an action of six hours; but having received a great many shot in her hull, she sunk next day.

The Redoubtable, a French East India ship from Mocha, valued at 30,000 l. and a French privateer of sixteen guns, and one hundred and twenty-five men, were taken by the Sheernefs privateer of Bristol, Captain Furnell.

The St Joseph Nostra Santa de la Granada, from Carthage for the Havannah, valued at 400,000 l. was taken by the Kouli Khan privateer, Captain Baker.

The Aigle of thirty guns, and one hundred and fifty men, with all sorts of rich goods, from St Malo for Cadiz and the South Seas, valued at 50,000 l., was taken by the Tygres privateer, Captain Bonner.

The St Pedro brigantine, belonging to and from Ferrol, supposed to be bound for Scotland, was taken by the Ambul-

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made privateer of London, Captain Ephraim Cooke, having on board two thousand five hundred muskets and bayonets, one hundred and ten barrels of gun-powder, seventy casks of musket ball, each cask weighing four hundred pounds, and a great number of flints. There were also on board sixty thousand pistoles in bags, which, with the vessel's papers, were, during the chase, thrown overboard, except about one thousand two hundred and seventeen of the pistoles. His Majesty, for this important piece of service, was pleased to present Captain Cooke with a purse of five hundred guineas.

The losses sustained by the navy of Great Britain, this year, were not great. His Majesty's ship the *Anglesea*, of forty guns, and two hundred and fifty men, commanded by Captain Jacob Elton, was taken on the 22d of April by the *Apollo* French privateer, of fifty-four guns, and five hundred men, after a most obstinate engagement, in which Captain Elton and his first lieutenant were killed, and above sixty of the crew killed or wounded. The ship was much disabled, and was surrendered to the enemy by Mr Baker Phillips, the second lieutenant; who, on his return to England, was tried for the same by a court-martial, held on board the *Duke* at Spithead, June 25th, who sentenced him to be shot; which sentence was put in execution on board the *Princess Royal* at Spithead, the 19th of July. This unfortunate man died with great composure and firmness.

The *Falcon* sloop of war was taken in the West Indies by the French; as was the *Blandford* of twenty guns, Captain Dodd, by a squadron of French ships; and the *Wolf* and *Mercury* sloops of war, in Europe.

The following are the most remarkable losses we sustained in the course of this year, at sea, by accident, &c.

His Majesty's ship, the *Pembroke*, having been rebuilt and rigged at Chatham, in falling down the river Medway, to take in her guns and stores at Blackstake, was overfet by a sudden squall of wind, and sunk; whereby near one hundred men, together with seven officers, and several women, were drowned. The ship was afterwards weighed up, and many dead bodies found in her.

Rear-Admiral Medley, on his way to the Mediterranean, with several ships of war under his command, together with

nine East India, and about a hundred other ships under convoy, was constrained, from contrary winds, to put into Torbay on the 26th of February; and next morning, the Admiral having made the signal to fail, the wind at S. E. and a great swelling sea, some were obliged to cut, and others to slip or part with their cables, which put them in great confusion. The Royal George, Field, for India, ran foul of the Cape Coast Burriish, for Africa; by which the latter soon after sunk, but the crew were saved: the former was so much damaged, as to be obliged to return to Spithead to refit. A large ship for Liffon was drove ashore, and wrecked, near the Berryhead; whose crew were saved. But it did not fare so well with the Tyger, White, from London to Newfoundland, who was likewise wrecked on the Berryhead; by which one hundred and seventy foldiers, six sailors, and six women, were drowned. Captain White had both his legs broke in saving himself on the rocks. Several others of the fleet were much damaged.

In November, the Fox of twenty guns, and one hundred and sixty men, commanded by Captain Beaver, with a great number of rebel prisoners, was wrecked near Dunbar in Scotland, and all on board perished.

In the course of the year, the Mediator, Fame, and Sapphire's Prize, sloops of war, were likewise lost.

The prizes in America, from the Spaniards, amounted to

Ditto	Ditto,	French,	-	107
Ditto	Europe,	Spaniards,	-	73
Ditto	Ditto,	French,	-	297
Total,				531

The prizes in America, by the Spaniards, amounted to

Ditto	Ditto,	French,	-	68
Ditto	Europe,	Spaniards,	-	43
Ditto	Ditto,	French,	-	332
Ditto	Asia,	Ditto,	-	7
Total,				509

The above includes ships of war, privateers, and merchant ships.

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The enemy captured the Black Prince privateer of Liverpool, of fifty guns, and four hundred men; the Bristol privateer, of thirty guns, and three hundred men; and the Dartmouth privateer. These were the only privateers of any value taken by the enemy. The number of prizes taken, although nearly equal in number, were widely different in point of value. Some British ships of considerable value fell into the enemy's hands; but when we consider the number of vessels taken by us from the South Seas, Register ships, Turkey ships, East and West India ships, the balance turns out greatly in our favour.

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The suppression of the rebellion in Scotland excepted, the annals of this year afford not any thing very striking, or which can much contribute to the pleasure of the reader. We find not any plans which can be said to be worthy of a great Minister. And as to the commanders on some of the foreign stations, they seem not to have exerted themselves in the manner their country had reason to expect, considering the very great fleets which Great Britain had sent into every quarter of the globe.

The Parliament met the 17th of October 1745; when his Majesty, in his speech, laid before them a state of the nation, and demanded their aid for effectually crushing the rebellion. The answers returned by both Houses were replete with loyalty; assuring his Majesty, that they would use every means in their power to bring about that desirable event; that they would adopt the measures he recommended to them; and that they would stand by him with their lives and fortunes.

Every necessary step was taken for quieting the intestine commotions of the country; in which Administration received considerable aid from the Bank of England, the merchants of London, and other respectable commercial bodies throughout the kingdom. Forty thousand seamen were voted for the current year; and the other necessary business was going on; when his Majesty went to the House of Lords, on the 14th of January, and, in a speech, informed the Parliament, That the States General had pressingly solicited his assistance

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sistance in the present conjuncture, as they were in danger of being oppressed by the power of France in the Netherlands : That he had not only promised to co-operate with them, but had even concerted measures for opposing the progress of the French : That it was with regret that he asked any farther aid from his people at present. And he concluded, by exhorting them to watch over public credit ; and expressed his entire dependence on their zeal and unanimity.

Both Houses presented addresses to his Majesty on this occasion, worded in the strongest terms of duty and affection ; but soon after, a convulsion in the Ministry happened, which retarded the voting of the supplies asked by his Majesty. The King had not much reason to be satisfied with his principal servants for allowing the rebellion to come to such a head ; and news arriving, at this time, of the disgraceful check which his troops, under the command of General Hawley, had received at Falkirk, increased his Majesty's want of confidence in his Ministers. The Earl Granville making an effort to regain his influence in the Cabinet, the King listened to his pretensions ; and, wishing to have the assistance of so able a man, he proposed to his present set of Councillors, to unite him in the Ministry with them. But Mr Pelham, and his brother the Duke of Newcastle, flatly refused to acquiesce in such a proposal ; for the Minister was too conscious of the very superior talents of Lord Granville, to allow him any participation in his ministry,—justly apprehensive, that notwithstanding he might be received as a second only, he would in all probability, by reason of his abilities, soon become the first in Administration. But, that the blame of every misfortune should not rest entirely on the shoulders of these Ministers, they proposed introducing some gentlemen into the offices of state, who were justly esteemed by the nation at large for sound judgments and integrity : some of these, however, being extremely disagreeable to the King, he, in turn, put a negative on the Minister's proposal ; on which Mr Pelham, with his adherents, that is to say, the principal persons in Administration, resigned their offices.

On the 10th of February, his Majesty immediately appointed Earl Granville one of his Principal Secretaries of State. But, notwithstanding all his power of office, the

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aid of his friends, and the friendship of his Sovereign, he found he had not strength sufficient to stem so powerful an opposition as that which was raised against him. He therefore, after holding the seals for the space of three days only, voluntarily resigned them into his Majesty's hands, who now closed with the terms of Mr Pelham; on which he and his friends resumed their employments, bringing with them several who had never been in office under Government before. Among these was William Pitt, Esq; who was appointed one of the Vice-Treasurers of Ireland, and soon after Pay-Master General of the Land Forces. This truly great man might alone have been deemed a real acquisition to any Administration. Providence seems to have raised him to be the guardian and glory of his country. The world is now convinced, that an eminent historian has drawn a faithful portrait of him, when he says, "Mr Pitt had been originally designed for the army, in which he actually bore a commission; but Fate reserved him for a more important station. In point of fortune, he was barely qualified to be elected a member of Parliament, when he obtained a seat in the House of Commons, where he outshone all his compatriots. He displayed a surprising extent and precision of political knowledge, an irresistible energy of argument, and such power of elocution, as struck his hearers with astonishment and admiration. It flashed like the lightning of heaven against the ministers and sons of corruption, blasting where it smote, and withering the nerves of opposition. But his more substantial praise was founded upon his disinterested integrity, his incorruptible heart, his unconquerable spirit of independence, and his invariable attachment to the interest and liberty of his country*."

Matters now went on smoothly in both Houses of Parliament. Besides fifteen regiments raised by the nobility on account of the rebellion, provision was made for the same number of land-forces as last year, together with near twelve thousand marines; for the Dutch and Hessian troops that were in England, as also for the subsidy to the Landgrave of Hesse-Cassel: besides 310,000 l. to defray the expence of eighteen thousand Hanoverians; together with a vote of credit to his Majesty,

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* Dr Smollet's Continuation of the History of England, Vol. III. page 173:

of 500,000 l. The following subsidies were also voted, viz. to his Sardinian Majesty, 300,000 l.; to the Queen of Hungary, 400,000 l.; and 33,000 l. to the Electors of Mentz and Cologn. The whole charge of the current year, as voted by Parliament, amounted to 7,250,000 l.

The only change which happened at the Board of Admiralty, was in the appointment of William, Lord Viscount Duncannon, to be a Commissioner in room of the Honourable Henry Bilson Legge, promoted. Admiral Vernon, who commanded in the Downs, was, in the beginning of January, removed from his command, which was conferred on Vice-Admiral Martin. Commodore Smith was sent to relieve Admiral Byng on the coast of Scotland, he being wanted as a member on some court-martials. Commodore Matthew Mitchell supplied the place of Commodore Knowles on the coast of Flanders, the latter being appointed Governor of Cape Breton. Commodore Griffin was sent out with a strong reinforcement of ships to the East Indies, and to take command of his Majesty's ships on that station.

The success with which the attack of Cape Breton had been attended, encouraged Administration to set on foot an expedition against Quebec, the capital of Canada, situated on the great river St Laurence; and, as the American provincial troops had behaved so well at the siege of Louisburg, the Ministry resolved once more to profit by their bravery. Accordingly, early in the Spring, proposals were sent out to Governor Shirley, and the other New England Governors, to raise a considerable body of men, to be ready to join the regular troops which were to be sent from England under the command of Lieutenant-General St Clair, as soon as the season would admit. The scheme met with universal approbation; and they issued commissions to such gentlemen as were willing to embark in this service; who, in the space of a few weeks, levied eight thousand men, ready to join the General as soon as ordered; but who, alas! were never called into action. For, although the troops were embarked, and the General only waited orders to proceed, yet the fleet was detained at Spithead by the most unaccountable delays, till the season for action was past, and the enemy fully apprised of the design; who determined to re-

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tialiate, on the province of Nova Scotia, the invasion with which we had threatened Canada.

They accordingly sent out a strong fleet, accompanied with a large body of regular troops, under the command of the Duc d'Anville, capable, as they gave out, not only to reduce that province, but all the other British provinces in North America. In order to stop the clamour raised against Administration, when the troops destined against Quebec were disembarked, assurances were given, that they should not remain unemployed, nor the nation be put to so great an expence to no manner of purpose. They were once more ordered to hold themselves ready for service; and some weeks afterwards, put on board transports, under the same commander, on an expedition to the coast of France.—Of which, in its proper place.

E A S T I N D I E S.

M. LA BOURDONNAIS, the Governor-General of the Isle of France and Bourbon, a man of consummate abilities, was at Versailles when the French Ministry began to act in conjunction with their allies the Spaniards; and rightly conjecturing that his own Court, and that of London, would soon come to an open rupture, he advised the French Minister to send out a strong squadron to India, being certain, that whichever nation should first take up arms in that country, would have a manifest advantage over the other. He proposed that the fleet should wait at the Isle of France until hostilities between the two nations commenced, and then immediately proceed to cruize in the Straits of Sunda, in order to intercept the British China ships, and to afford protection to their own. The strength of the French squadron destined for this service, being superior to that under the command of Commodore Curtis, the latter would probably, had that squadron been sent against him, have been either defeated, or obliged to retreat; by which the French would have been masters of the Indian seas.

The Minister immediately saw the wisdom and importance of the advice given: he therefore not only ordered a squadron of five sail of the line to be equipped, but appointed M. la Bourdonnais

donnais Admiral, and Commander in Chief of the King's ships in India, investing him with very ample powers over the officers of the East India Company. Never did a Minister make a more proper choice; and if he had steadily adhered to the plan of operations laid down to him by M. la Bourdonnais, in all probability the British would soon have been deprived of all their possessions in the East. But, fortunately for Great Britain, no sooner had the French Admiral and his fleet failed for the Isle of France, than the Directors of the French East India Company, who had not been consulted on the occasion, began to exclaim with great violence against the measure. They said, that it was as expensive as it was useless; for that the French and British East India Companies, being only merchants, would enter into a neutrality, in case a war between the two nations should take place. They gave such assurances of this to the Minister, that he yielded to their representations; and M. la Bourdonnais, who was hated by the Directors, being no longer at hand to refute such ill-founded assertions, the squadron was recalled: Nor was the Minister or Directors convinced of their mistake; until the success of Commodore Curtis made them sensible of the excellence of M. la Bourdonnais' plan.

The change of measures adopted by the Cabinet of Versailles, was a great disappointment to M. la Bourdonnais, who now beheld his whole scheme ruined by means of a set of mercenary traffickers. But, possessing great resources within himself, he did all in his power to correct the errors into which his Court had fallen. Without magazines, without provisions, without money, he found means, by his attention and perseverance, to make up a squadron composed of one King's ship, and seven merchant ships armed for war*. With this motley fleet he set sail from the Isle of France, for the coast of Coromandel, but was soon after overtaken by a dreadful hurricane, and forced with his squadron to put into the island of Madagascar. Though his ships had suffered severely in the storm, yet he was not to be dismayed: for, as it is expressed by an author of considerable merit †, "he overcame the greatest difficulties with

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* Abbé Raynal.

† Mr Orme in his Hist. of Indostan, Vol. I.

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such indefatigable perseverance and activity, as entitles him to a reputation equal to that of the ablest marine officer his country has produced." This fleet, when refitted, consisted of one ship of seventy guns, on board of which M. la Bourdonnais hoisted his flag: of these seventy guns, sixty of them were eighteen pounders. In his squadron, there were but fourteen guns more of the same weight of metal, the rest being twelve and eight pounders. All his ships were pierced for a greater number of guns than the Admiral had to furnish them with. His other ships were, one of twenty-six, one of twenty-eight, one of thirty, three of thirty-four, and one of thirty-six guns. Five of these vessels were constructed to carry fifty guns each. The crews of the whole squadron amounted to three thousand three hundred men, of which seven hundred were either Cafres or Lascars; and the number disabled by sickness, amounted to near four hundred men. (See Note 43.) With this very ill appointed squadron, he proceeded to the coast of Coromandel.

We will now take a view of the operations of the squadron under the command of Commodore Curtis, who had returned to Madras the beginning of the year. The Commodore was reinforced by the Winchester and Harwich of fifty guns each, and the Lively of twenty guns, from England. The Deptford, was in so bad a condition, that it was found necessary to send her home, together with the Diamond.

Just at the time when certain intelligence was received of a French naval force being preparing at their islands, to come on the coast of Coromandel; the British nation sustained a severe loss by the death of Commodore Curtis: and what made this event the more felt was, that his successor in command was by no means equal to such an important trust, especially when opposed to so able and active an officer as M. la Bourdonnais. The British squadron, now commanded by Commodore Peyton, (See Note 44.) was cruizing between Port St David and Negapatnam, when, early in the morning of the 25th of June, they got sight of the French fleet, consisting of eight sail of war ships. M. la Bourdonnais was very sensible that his ships, in their present condition, were not able to contend with the heavy metal carried by most of the British squadron, in an action of any length; he knew, too,

that their men were better disciplined; but as his numbers were nearly double the crews of the British Squadron, he formed the resolution of boarding them; and, with this intent, determined to give battle to Commodore Peyton. The first part of the day there was, but little wind; and the British Commander, perceiving the design of the French Admiral, took such measures as to him appeared best for rendering it abortive. He kept as near the wind as possible, so that the two fleets were unable to come to a close action. It was near four in the afternoon when they began to engage; and the fight was maintained at such a distance, that little damage was sustained by either. The British lost the great superiority they had over the enemy in their number of guns, and their weight of metal, by the distance they kept. The firing ceased with daylight. The British had fourteen men killed, and forty-six wounded, the greatest part of them on board of the forty gun ship. The enemy had twenty-seven men killed, and fifty-three wounded. The *Infulaire* was in less than half an hour dismasted, and had received so much damage, that immediately after the action, M. la Bourdonnais ordered her to proceed to Bengal to refit*.

The next morning Commodore Peyton called a council of war, when, on a review of the condition of the Squadron, it was not thought proper to venture on a second engagement, (especially as the sixty gun ship was extremely leaky), before the damages sustained were repaired. After this disgraceful resolution, the Squadron made sail for the bay of Trincomalee, in the island of Ceylon; and, in the evening, lost sight of the enemy's fleet, which had lain to the whole day, as if challenging the British, who were to windward, to bear down and engage them. Nothing, however, could be more contrary to the French Admiral's wishes or intentions; it was a mere bravado: and had Commodore Peyton assumed courage enough to have made sail towards the enemy, they must have fled; for so poorly were their ships appointed, that most of them had expended the greatest part of their ammunition; and several of them had not victuals on board for twenty-four hours. The British fleet made for Ceylon, and the French for Pondicherry, where they arrived the next day.

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* She was lost with all her crew in the Ganges.

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Whether it was owing to the very extensive powers with which M. la Bourdonnais was invested, being independent of the controul of M. Dupleix, the French East India Company's Governor-General in India; or that M. Dupleix was envious of the great reputation and wealth which it was probable the Admiral would acquire from his command, it is certain that he became extremely jealous of M. la Bourdonnais, took a most decided part against him in favour of the Directors at home, and, so far from seconding the activity of that able officer, he did all that lay in his power to thwart his plans, and retard his operations. The consequence was, that great dissensions arose between them; but the Admiral had the interest of his nation so much at heart, that he would not allow any private animosity to injure it. He therefore set about the repairs of his squadron, getting them supplied with all the necessary stores, particularly forty pieces of cannon of heavy metal, well knowing, that he could not propose attacking any of the British settlements, with any prospect of success, until he had either completely defeated the British squadron, or forced them to quit the coast of Coromandel. For this purpose, he put to sea with his squadron from Pondicherry the 24th of July, working to the southward against the monsoon; and, on the 6th of August, got sight of the British fleet on their return from Trincomalé, where they had been refitting: but, instead of attacking the French squadron, Commodore Peyton most shamefully did all in his power to avoid coming to an action; and, after being three days in sight of the enemy, he made sail, and disappeared.

By such dastardly conduct, M. la Bourdonnais rightly conjectured, that from such an enemy, he run no risk of having his operations disturbed: he therefore resolved to lay siege to Madras; and returned to Pondicherry to get every thing in readiness for this service, which could not be carried on so secretly, but that the Governor and Council of that place got notice of the design; who, knowing the frail condition of the place, were greatly alarmed; and seeing that they could not rely on the fleet for assistance, they sent to the Nabob Anwar Adean Khan, to remind him of his promise of restraining the French from committing hostilities against them by land. This

message was attended by a most unpardonable piece of negligence: they omitted to accompany their application with a handsome sum of money, by way of present; the only and most certain means of his listening to their request, and obtaining his protection. From this ill-judged parsimony, it is not to be wondered at that the Nabob was extremely lukewarm in their interests: and although he did not give the French permission to proceed to hostilities against the British by land, yet he took no steps to prevent them, nor so much as used any menaces to hinder their besieging Madras.

On the 15th of August, the French squadron appeared before that place, and cannonaded the town, which did little or no damage to it. They attempted to take the *Princess Mary*, one of the East India Company's ships, which lay in the road, but she moved into shoal water, and so near to the batteries and fort, that they did not venture to send their boats to board her. In this affair they appeared so very unskilful in the management of their ships, that it was evident *M. la Bourdonnais* did not command in person: he was at this time in Pondicherry confined to his bed by sickness.

The protection of the East India Company's settlements was one of the reasons which induced the British Ministry to send a squadron to India; and its presence at Madras must have been deemed absolutely necessary at this time. Its defenceless state could not be unknown to Commodore Peyton, as the Governor and Council, with Commodore Curtis, had wrote home in the strongest terms to the Directors, not only requesting the fortifications to be repaired, but a supply of stores, and a reinforcement of men to the garrison. All these were promised, but were never sent; and when there was no appearance of the British squadron coming to the aid of the place, although six weeks had expired from the time the French fleet had seen them, the inhabitants began to be extremely uneasy. They were almost reduced to despair, when they learned that the British squadron had been at anchor in the road of Pullicate, a Dutch settlement about thirty miles to the northward of Madras, on the 23d of August, where the Commodore received intelligence of what had happened in Madras road on the 15th; and who, instead of repairing thither, had put to sea, and proceeded to Bengal, in order to

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get the Medway repaired, she having become so very leaky, that it was feared the shock of firing her own cannon would sink her, if she should be brought into battle. Thus, Madras was left to its fate; and M. la Bourdonnais, knowing the very indifferent state the fortifications of the town were in, as also what a feeble garrison it had, proceeded to attack it. On the 3d of September, the French squadron anchored four leagues to the southward of the place. M. la Bourdonnais there disembarked a part of the troops destined for the siege, who marched next day within cannon-shot of the town. His fleet having now come to an anchor before the place, and landed the remainder of the troops, with the tents, artillery, &c. his whole force amounting to eleven hundred Europeans, four hundred Caffres, and as many Sepoys; he pushed on his operations with vigour, and, by the 7th, began to bombard the place from a battery of nine mortars. In the evening, three of their largest ships drew as near the town as the depth of water would admit, and cannonaded it.

At this time, M. la Bourdonnais was greatly alarmed by the contents of a letter from M. Dupleix, which informed him that some large ships had been seen to the southward of Pondicherry. He believed them to be reinforcements for the British fleet from England; and was about to give orders to reshoot the heavy artillery, and raise the siege, when the arrival of another letter relieved the French Commander from his perplexities, and he advanced so briskly in his works, that, on the 9th, two deputies from Governor Morfe arrived in the French camp to treat for a surrender of the place. They found M. la Bourdonnais determined to have it on his own terms; and, as he dreaded the return of the British squadron, he was resolved, if they were not complied with, to give a general assault to the town; for which purpose he had landed a considerable number of his sailors. The deputies returned, and, on the 10th, came out again to the French camp, when some alterations being made from the terms first dictated by M. la Bourdonnais, the capitulation was signed, by which it was agreed, that the British should surrender themselves prisoners of war: that the town should be delivered up; but that it should be afterwards ransomed. M. la Bourdonnais gave his promise,

promise, that he would settle the ransom on moderate and easy terms. Possession was immediately taken of the gates, magazines, and of the ship *Princess Mary*. The French reported, that, during the siege, they lost not a man; and the loss of the British was only four or five men, and a few houses demolished by the shells. The British inhabitants were permitted to reside without molestation in their houses.

The day on which Madras was surrendered, the Nabob Anwar Adean Khan, who had dispatched a messenger in great haste on a camel, arrived at Pondicherry with a letter to M. Dupleix, in which the Nabob expressed great surprise at the presumption of the French, in daring to attack Madras without having first obtained his permission, threatening to send his army there to chastise them, if the siege was not immediately raised. M. Dupleix, with great art, found means to allay this storm, by causing his agent at the Nabob's Court to pacify his Highness, by assuring him, that if the town was taken, it should be given up to him. The agent at the same time remarked to the Nabob, that the British would no doubt be willing to pay him a large sum of money for the restitution of so valuable a settlement. This had all the effect M. Dupleix could desire; and in this transaction he first discovered his pretensions to the right of disposing of Madras, which he thought was invested in himself, as Governor-General of the French East India Company's settlements in Indostan. But this, M. la Bourdonnais would not allow of: he considered his own commission as superior to that of the Governor-General; and, conformable to his promise, proceeded to treat with the British for the ransom of the town. Against this M. Dupleix and the Council of Pondicherry protested, as a measure of the greatest detriment to the interests of the French nation, which, they said, would be sacrificed to private advantages, if Madras was not razed to the ground.

On the 27th of September, three French ships of the line arrived from France at Pondicherry. So large a reinforcement was highly pleasing to M. la Bourdonnais, as, with the force now under his command, he had reason to hope for success in all the operations he had planned. M. Dupleix, however, from his protests, and contradictions of the French Admiral, occasion-

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ed such delay as rendered all the Admiral's great exertions abortive. M. la Bourdonnais was sensible of the great risk his squadron run, by remaining on the coast of Coromandel, at so critical a season of the year; but he determined to have all matters relative to Madras settled before he should sail. He therefore caused such of the effects of the place as he intended to carry away, to be put on board his ships; and, on the 1st of October, two of them sailed for Pondicherry. On the 2d of October, the weather was remarkably mild during the whole of the day; but, about mid-night, a most furious tempest arose, which continued with great violence till noon of the following day. When it began, there were six large French ships in Madras road, and some smaller ones. The Duc d'Orleans, Phoenix and Lys, foundered, and in them upwards of twelve hundred men were lost; the Mermaid and Advice prizes shared the same fate; the Achilles, the flag ship, and two others, were dismasted; and they had shipped so much water, that the people on board expected them to go down every minute, notwithstanding they had thrown overboard their lower tier of guns. Of twenty other vessels belonging to different nations in Madras road, when the storm began, not one escaped being either wrecked or driven out to sea. The ships which were at an anchor in the road of Pondicherry, felt nothing of this hurricane. It is observed, that the violence of these winds are generally confined to sixty or eighty miles in breadth, although, in their progress, they generally blow quite across the Bay of Bengal.

All the articles relative to the ransoming of the town had been adjusted the day before the storm happened. It was stipulated, that the French should evacuate the town of Madras by the 4th of October; and, by another article, the artillery and warlike stores remaining in the town, were to be equally divided between the British and the French.

M. Dupleix promised to M. la Bourdonnais, that he would not interfere in any transactions with the British after his departure, wishing that the French might remain in possession of Madras for such length of time only as should be requisite to adjust and discuss all matters arising from the treaty. The latter, therefore, represented to the British, the necessity to which he was reduced, by the obstinacy of the former, of extending, for

for three months, the term in which he had agreed to put them in possession of the town. The British, not suspecting any treachery on the part of M. Dupleix, and apprehensive that, if they refused to admit of this alteration, they might be left to his mercy, without any terms, acquiesced in the proposal; and the treaty was signed the 10th of October.

The merchandize, the half of the military stores belonging to the British East India Company, the King's naval stores, and goods belonging to the inhabitants of Madras, and which were shipped on board French ships, amounted to 130,000 l. The gold and silver of which they took possession, was valued at 31,000 l. Half the artillery, which was to be given up when the town was redelivered to the British, was valued at 24,000 l. M. la Bourdonnais, who, in the whole of this transaction, acted as became a man of strict honour and probity, after the treaty was completed, gave up to the British, and other inhabitants, every article to which they had a claim. And it was agreed, that the French should put the British in possession of Madras, before the end of the ensuing January, 1747; after which, the British were to remain in possession of it, without being again attacked by them during the war. Upon these terms, the Governor and Council of Madras agreed to pay the sum of one million one hundred thousand pagodas, or 440,000 l. Sterling, ransom money. Of this sum, 240,000 l. was to be paid at Pondicherry, by six equal payments, before the month of October 1749: and for the remaining 200,000 l. bills were to be drawn on the British East India Company, payable a few months after they were presented. For the due performance of which treaty, the British gave hostages.

As M. la Bourdonnais was soon to sail for the Mauritius, it became necessary to appoint a Governor of Madras: accordingly he invested one of the Council of Pondicherry, (a mere creature of M. Dupleix, by whom he was recommended) with this office; and on the 12th of October, went on board his own ship, which had been refitted with jury-masts. He sailed for Pondicherry, where he divided his Squadron into two divisions. One he sent to Achen, to be ready to return early to the coast of Coromandel; and with the ships that were most crippled, he proceeded to the isle of Mauritius, where he arrived the beginning of December. He soon after left the Mauritius; which,

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which, from a forest, he had rendered a flourishing colony, and the arsenal of all the French military expeditions in India*.

Speaking of this great man, a very respectable author says, "So many misfortunes brought on by the intrigues of Dupleix, determined La Bourdonnais to return to Europe, where a horrid dungeon was the reward of all his glorious services, and the end of all the hopes which his nation had built upon his abilities†."

We cannot finish our account of this illustrious man, without giving one testimony more of his worth, the meanness of his enemies, and the baseness of a government which could allow a subject, who had rendered services so important to the state, to be treated with such severity and injustice. "The intrigues of M. la Dupleix, Governor of Pondicherry, had caused Bourdonnais to be sent to Europe a prisoner. On his arrival in France, he was shut up in the Bastille; and after remaining there three years and a half, his judges found him innocent of the charges brought against him. In his confinement, he contracted a mortal distemper, of which he died, soon after his acquittal. No recompence was made to his family, for these his unmerited sufferings. The public, indeed, bestowed upon him the flattering title of, La Bourdonnais, the Avenger of France, and the Victim of Envy‡."

From this picture of a truly great man, we must now turn to that of a mean, and avaricious knave, in the person of M. Dupleix. By his most infamous collusion with the inhabitants of Pondicherry, the latter were suborned to present a petition to the Governor and Council of that place, in which they represented the absolute necessity of annulling the treaty of ransom for the town of Madras. This the Governor and Council not only received, but, pretending a great deference for, what they were pleased to term, the general voice of the people, resolved to violate what the most savage nations would have held sacred, thereby setting an example of perfidy not to be equalled in the history of Indostan.

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* Mr Orme's History of Indostan.

† Abbé Raynal.

‡ M. de Voltaire.

By their orders, M. Paradis, the French Governor of Madras, was to call all the inhabitants of that unfortunate place together, which he did on the 30th of October; and the better to secure obedience to the orders he was to communicate, he had his garrison drawn up under arms, when he read a manifesto, addressed to the British inhabitants of Madras, by which the treaty of ransom made with M. la Bourdonnais, was declared null. The British were enjoined to deliver up the keys of all magazines, without exception: and all merchandizes, plate, warlike stores, provisions, and horses, were declared the property of the French East India Company. They were only permitted to dispose of their moveables, clothes, and the jewels of the women; and were required to give their parole not to serve against the French nation, until they should be exchanged. It was besides declared, that those who refused to obey this mandate, should be apprehended, and sent prisoners to Pondicherry. All, excepting such as were willing to take the oath of allegiance to the King of France, were ordered to quit the town in four days, and were prohibited from taking up their residence within the bounds of Madras, or in any of the country-houses belonging to the British, without those bounds. Vain was the protest which the Governor and Council of Madras entered against so infamous a violation of a solemn treaty.

Such unjust and arbitrary conduct, was a high aggravation of their openly violating the public faith: nor had they even the effrontery to lay any thing to the charge of the British, to justify so flagrant an infraction of the treaty of ransom. M. Paradis did not trifle with his orders: they were put in execution with the utmost rigour: and no band of thieves could seize their booty with greater keenness or alacrity, than the French took possession of the effects of the British inhabitants: most of whom were thus ruined by M. Dupleix and his associates.

But M. Dupleix went still farther. To rapine and injustice he had the cruelty to add insult. The Governor and principal inhabitants of Madras were conducted by a large military escort to Pondicherry; and here M. Dupleix, under the pretext of doing them honour, caused them to enter the city in an ostentatious procession, like prisoners led in triumph, and ex-

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posed them to the view of fifty thousand spectators. Others of the inhabitants, and some of the military and civil servants of the British East India Company, acted with more spirit, and refused to give the parole that was required of them; alleging, with great truth and justice, that the breach of the treaty of ransome, released them from that obligation which they had given to M. la Bourdonnais. These luckily made their escape out of Madras by night; and going directly into the country, were fortunate enough to reach, by various routes, the settlement of Fort St David.

M. Dupleix being now freed of the British inhabitants at Madras, thought he might act as he pleased; and he accordingly caused the Black-Town there to be destroyed. This wanton piece of barbarity greatly distressed the poor innocent and inoffensive natives; without being of the least advantage to the French; who, in all probability, would have levelled the place with the ground, if they had not been given to understand, that, in such a case, Louisburg should experience a like treatment.

The French had nothing to dread from the Nabob of Arcot, whose friendship, they gave out, they had purchased for a large sum of money; and who assigned as a reason for his not obliging them to desist from all hostilities by land against the British, that they had surrendered Madras before he had time to come with his army to its relief. What the French said of him, was true; for M. Dupleix, so far from refraining from hostilities by land, made every preparation to lay siege to Fort St David, and several times came before the place in force, but was so vigorously received, that he was repeatedly forced to retreat. When, however, Commodore Griffin arrived from England, and assumed the command of the fleet, M. Dupleix was necessitated to desist from any farther attempts on that settlement, and recalled his troops to Pondicherry and its environs.

The fleet, in this quarter of the globe, made some prizes this year: Besides a large ship from Surat, taken by the Preston, the other ships of the Squadron captured the Amiable Maria; the Mahomet from Manilla; Le Heureux from Surat; the Dupleix and Chandernagore from Bassora; the Cæsar and

a sloop from Pondicherry; two pilot sloops from Bengal; and a privateer of fourteen guns.

WEST INDIES.—LEEWARD-ISLAND STATION.

At the beginning of this year, Vice-Admiral Townsend commanded his Majesty's fleet on this station; but, being ordered to proceed to Louisburg, he took a considerable part of his squadron along with him. He sailed from St Christopher's in January; and in latitude 40 N. the fleet was overtaken by a terrible storm, all of which, except the *Princessa* and *Ipswich*, were forced to return to the West Indies in a shattered condition. These two ships were so much disabled, that they were obliged to bear away for Great Britain.

In this storm, the *Ipswich* lost her fore-mast, main-mast, mizen-top-mast, top-sail, and cross-jack yards; her boats were all stove, and eighteen guns thrown over board to ease the ship. She was several times pooped by very heavy seas, which carried away the stern and quarter galleries, and all the bulkheads of the Captain and Officers cabbins. But the greatest distress of all was, the loss of her rudder; which, notwithstanding the strength of the chains, was washed away, so that the ship was tossed about at the mercy of the waves. In this emergency, several experiments were tried to steer the ship, but to no effect; when a machine was contrived by one Andrew Anderson, a Scotsman, at a time when the whole crew were almost reduced to despair. They were restricted to a quart of water each man per day; were obliged to eat raw meat for nearly three weeks; and after being fatigued with duty, when they went to their hammocks, their rest was very uncomfortable, all their bedding being drenched with sea water. Add to this, that coming directly from a very warm climate, the cold they experienced rendered many of the crew unfit for duty: even the jury-masts which they had set up, were sprung in several places. They arrived at Plymouth, the 22d of April; the storm continuing almost the whole of the voyage. Fifty men died on the passage, and two hundred were sent to the hospital, most of whom never recovered.

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Vice-Admiral Townsend having refitted his Squadron, sailed for Louisburg. The command devolved on Commodore Lee, (See Note 45.) who, through some misinformation, suffered a large fleet of French merchant-ships to escape him. It was escorted by four ships of war, commanded by M. de Conflans, and got safe into Martinico. He was soon after ordered home; and the Honourable Edward Legge sent in his stead to command his Majesty's ships on this station.

The French found great benefit to their commerce, by the orders given, that none of their merchant-ships should sail to the West Indies without convoy; and M. de Conflans had the pleasure of escorting to and from Europe, several very rich convoys, with very inconsiderable loss; the more especially, as he had to encounter, more than once, squadrons of ships of war considerably stronger than that which he commanded. The cowardice of Commodore Cornelius Mitchell was the means of extricating him on one occasion, and the foulness of the British ships on another. He made no long stay at Martinico, but, collecting their trading ships, proceeded to Cape François, where, from the favour shewn him by Commodore Mitchell, he, with the trading ships, proceeded to Europe. On his way thither, he unfortunately fell in with our Leeward Island fleet, escorted by the *Severn* of fifty guns, and the *Woolwich* of the same force. Captain Lisle who commanded the former, was the senior officer, and exerted himself to save his convoy. Seeing the superior force of the enemy, he made signal to the fleet to shift for themselves, keeping in the rear between them and the enemy.

M. de Conflans, in the *Terrible* of seventy-four guns, with another ship of the line, gave chase to the *Severn*, who, after an action of three hours, was forced to strike. The other French ships of war pursued the *Woolwich*, Captain Lingen; but they were not able to come up with her. By the time the *Severn* struck, the convoy was out of danger, and they arrived in England with very trifling loss. His Majesty was so well pleased with the conduct of Captain Lisle, that as soon as he was exchanged, he appointed him to the command of a sixty-four gun ship *.

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* The *Vigilant* of sixty-four guns, taken near Louisburg, in 1745.

In January, the Woolwich took a large French frigate, commanded by M. de la Touche; and the British privateers in those seas picked up a good many prizes of considerable value.

WEST INDIES.—JAMAICA STATION.

VICE-ADMIRAL DAVERS commanded his Majesty's ships on this station; (See Note 46.) He was very active in protecting the trade of the island, and in placing his cruizers to annoy that of the enemy. He received information that M. de Conflans, with four ships of war, was expected from Europe, with a large convoy, at Cape François. At this time he was unfortunately confined to bed by the gout, and obliged to delegate the execution of this important service to Captain Cornelius Mitchell, whom he detached with four sail of the line, a large frigate, and a sloop, to intercept them.

On the 3d of August, about three o'clock in the afternoon, the French fleet was seen by the *Lenox*, off Cape Nicholas in the island of Hispaniola. They were to leeward, and were in number near seventy sail, escorted by one ship of seventy-four, one of sixty-four, one of fifty-four, and one of forty-four guns. Instead of bearing down and attacking them immediately, Captain Mitchell lost much time in ordering his ships close to him, and then holding a council of war to know whether it would be best to attack the enemy directly, or wait till daylight next morning? Delays are dangerous; yet the general opinion being for this latter measure, it was resolved that the British squadron should keep in sight of the enemy all night, and to windward, in order to be ready to engage at day-break. But alas! when the long-wished for sun arose, and conquest and glory presented themselves to Mr Mitchell, his spirits failed him, and he showed so strong an aversion to engage, that the whole day passed without gaining ground on the enemy.

At seven in the morning of the 4th, the two squadrons were within a couple of leagues of each other. M. de Conflans formed his line of battle, and seemed resolved to do all in his

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his power to protect his convoy. This conduct quite disconcerted the British Commodore, who kept at a distance all the first part of the day. But, at four in the afternoon he was left without an excuse: and now the ardour of all on board the British Squadron was raised high, being in great hopes that he would immediately begin the battle. The calm which had hindered the approach of our fleet, was, about four in the afternoon, succeeded by a fine fresh breeze, and fair as could be wished. But, shameful to relate! this dastardly commander, made the signal to haul on a wind, and shorten sail. At this time they were within one league of the enemy, who, seemingly astonished at his conduct, gave chase, and actually came up with our fleet about eight o'clock in the evening. Their headmost ship being close under the lee-quarter of the Lennox, poured in a broadside, which was returned with great spirit. The action lasted near an hour and a half; when the French bore away, their convoy by that time being out of all danger. Such a dread had Captain Mitchell of the enemy's renewing the engagement in the night, that he ordered the lights of his Squadron to be put out, and to make sail, as if the French had been still in pursuit of him.

After this ignominious flight, he returned to Jamaica, where the command of the Squadron devolved on him, on the 18th of October, by the death of Vice-Admiral Davers. His conduct occasioned universal murmur and discontent. He stationed the ships under his command in such a manner, that they captured some valuable vessels from the enemy; but totally neglected to afford protection to the trade of the island. This, and the rest of his behaviour, being properly represented at home, he was superseded in his command by Commodore Smith, who had orders to bring him to a court-martial for his conduct.

A court-martial met on the 3d, 4th, and 5th of August. Nothing was ever more clear, than that he had been guilty of cowardice and neglect. By the sentence of the court-martial, however, he was only mulcted of five years pay, and judged incapable of ever serving in the Royal Navy again.

His Majesty's ship, the Rippon's Prize, Captain Thomas Grays, took a ship of thirty guns, bound from Cadiz to La Vera

Vera Cruz; and, in company with his Majesty's ship *Biddford*, destroyed a large Spanish privateer, called the *Galga*.

Captain Brodie, in his Majesty's sloop the *Merlin*, continued his activity against the enemy's cruizers in those seas, with his wonted bravery and success. He attacked, and took, after an obstinate engagement, two large rich French ships, one of them having on board 30,000 l. in specie; in which action, Captain Brodie had the misfortune to be wounded in the side, and to have his right arm shot off. For his gallant behaviour, he was shortly after promoted to the command of the *Canterbury* of sixty guns.

Two Spanish register ships, of great value, were taken, and carried into Jamaica, by the *Betsey* and *Bonetta* privateers of St Christopher's. The fore-mast men received 350 l. each, as their share of the above prizes.

NORTH AMERICA.

THE conquest of Cape Breton by the Americans, and the new army they had levied to join the forces under the command of General St Clair, in the expedition against Quebec, had roused the French Administration. Instead, therefore, of bestowing all their attention to the war in Europe, they now thought of their North American colonies, and to secure them from the threatened danger.

The retaking of Louisburg was their first and grand object. The conquest of Annapolis, the driving the British entirely out of Acadia, or Nova Scotia, and the succouring of Canada so powerfully as to enable that colony to resist any attack which might be made on it, were their next objects.

As soon as the destination of the armament which was preparing under General St Clair, at Portsmouth, became known to the French Administration, they equipped a fleet of eleven sail of the line, three frigates, three fire-ships, and two bomb-ketches, (See Note 47.) the command of which was given to the Duc d'Anville. A body of land forces, amounting to three thousand five hundred men, with a suitable train of artillery, were embarked on board transports, to be commanded

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by Brigadier-General M. de Jonquierre. With these were sent forty thousand spare small arms, the necessary ammunition and stores, blankets, &c. for the Canadians, Acadians, and Indians in the French interest. The whole fleet, consisting of ships of war, privateers, store-ships, and transports, amounted to near one hundred sail.

They put to sea, from Brest, on the 22d of June, and arrived on the coast of Acadia; on the 10th of September. Before they could reach their destined port, they were overtaken by a violent storm, in which several of the transports foundered, and all on board perished. The Ardent, being in great distress, returned to Europe. The Alcide and Mars, being dismasted, steered for Martinico.

On the 15th, the Duc d'Anville, with five ships of war, and as many transports, with great difficulty, arrived in the harbour of Chibouctou, in Nova Scotia: the crews and troops, from their long passage, and various hardships, were in a very sickly state. M. d'Anville dispatched a frigate to look for M. de Tourmell and the missing ships; but it was the 27th before he, and such of the fleet as had kept with him, arrived; all of them in a very shattered condition. Their whole force now consisted of seven ships of the line, two frigates, one fire-ship, one bomb-ketch, and twelve privateers; these, and the transports with troops, which had then come in, amounting to fifty-six sail only.

As soon as it was known in England, that the Duc d'Anville was destined for North America, notice had been sent to the Governors of the different provinces, to be on their guard; and also to Admiral Townsend, at Louisbourg, who had collected a naval force there, sufficient (See Note 48.) to put the place out of all danger. He even spared the Chester and Shirley galley to go to Annapolis, for the greater security of that place. Governor Shirley, knowing its great importance, sent some companies of the new levies from Boston, under Lieutenant-Colonel Mascareen, to reinforce the garrison; so that, even if the French armament had arrived in good condition, from the precautions taken, and the advanced season of the year, they would have found it a difficult matter, either to retake Cape Breton, or to make any impression on the British colonies.

The Duc d'Anville died of an apoplexy on the 26th of September, or rather, as many supposed, of a broken heart, at finding this grand armament entrusted to him, so completely destroyed, as to render him unable to execute the orders he had received. M. de Tourmell, on whom the command devolved, landed his troops, and encamped them. They were joined by as many Canadians, Acadians and Indians, as formed altogether an army of seven thousand men. He called a council of war, to determine what steps were proper to be pursued on the present occasion. They sat long, and their debates run high. The attack on Cape Breton was, from their reduced state, considered as impracticable. M. de Tourmell, however, was for proceeding immediately against Annapolis. This the majority of the Council opposed, until the Squadron was refitted. Tourmell, who was of a violent and impetuous disposition, unable to bear that the plan of operations which he had suggested, should be thwarted, put an end to his own existence the following day. The command now devolved on M. de Jonquierre. By this time the troops and sailors were greatly diminished; and the small-pox breaking out among them, soon spread such devastation, that all thoughts of conquest were laid aside; and having buried fifteen hundred foldiers, and eight hundred sailors, a council of war was called, to consider of proper measures to preserve the remainder of this armament. As their fleet was now tolerably well refitted, they came to the resolution to send four of their smaller ships of war, and some of the transports, immediately to Quebec, and, with the remainder, to return to France. On the 12th of October, they left Chibouctou, being first obliged to convert eight of their ships into hospitals. On their voyage to Europe, several of this unfortunate fleet were captured.

The Pembroke, Captain Fincher, took, on the 4th of August, off the banks of Newfoundland, a French ship of war called La Ferm, pierced for fifty-four guns, laden with stores and ammunition for several ships building at or near Quebec, and a considerable sum of money for payment of their forces there. A Rhode island privateer took, on the 12th of October, the La Flore, a French ship of war of twenty guns. One of his Majesty's twenty gun ships on this station, and an American privateer, took

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The Albany sloop of war, Captain Colby, in going express from Louisburg to Boston, was taken by the *Castor*, a French frigate, and carried into Chiboctou. When the enemy left that port, they suffered the British sailors, their prisoners, to remain among the Indians *.

MEDITERRANEAN.

THE command of his Majesty's fleet in the Mediterranean, was entrusted to Vice-Admiral Medley, having under him Rear-Admiral Byng. (See Note 49.) It consisted of near thirty sail of the line, and a great number of frigates, and afforded the Austrians and their allies very powerful assistance in their operations. After the victory obtained by the Austrians and Piedmontese at Rotto Freddo, Don Philip retreated with his army into the territories of Genoa; and as his numbers were reduced to twenty-six thousand men, he took shelter under the cannon of that place. He did not, however, long remain there; for General Brown, at the head of the Austrian army, having forced the pass of the Bochetta on the 1st of September, although defended by twenty-four companies of grenadiers, and having pushed forward towards the city, Don Philip, with the French and Spanish army, retreated with the utmost precipitation towards Savona; on which the city sent out deputies, and surrendered to the Austrians, who, on the 7th of September, took possession of the gates and fortification.

General Brown resolving to pursue the French and Spaniards into Provence, left a strong garrison in Genoa, under the command of the Marquis de Botta, and marched with the army to the banks of the river Var, which the enemy seemed resolved to defend. But the measures concerted between General Brown and Vice-Admiral Medley, who arrived with the British fleet at Villa Franca on the 29th of November, were so happily executed, that the enemy were successively drove from their strong posts, and the army passed on with very little loss.

On the 1st of December, the army marched in six columns, viz.

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* *Rel's History*, Part VIII. Chap. II. page 365.

five of infantry to the right, and one of cavalry to the left. The body that was most to the right, was designed to be the van-guard; and, by passing on the uppermost part of the river, to take the enemy's posts in flank. On their making the signal of having done so, the other columns were to advance and ford the river; care having been taken to supply each division with peasants, who were well acquainted with the fords.

Vice-Admiral Medley, agreeable to the plan concerted, ordered the Phoenix, Terrible sloop, and a barco-longo, (on board of which was a party of German soldiers), with eight pinnaces, the whole commanded by Captain Hugh Forbes of the Phoenix, to take stations along shore, to the westward of the Var. Captain Forbes stationed his little fleet with so much judgment, that at day-break, on the 1st, they made a very brisk fire upon the French post to the left of the village of St Laurent, and rendered such effectual service, by scouring away every thing that appeared on the shore, and increasing the enemy's disorder, that the Austrian General bestowed the highest encomiums on the gallant behaviour of the British seamen.

General Brown seeing the day break apace, gave orders for the columns to advance, even before the van-guard had passed, and for his artillery to fire across the river on the enemy's works at the village of St Laurent. On this, the Croats and Lycanians, with twelve companies of grenadiers, in the column commanded by General Petazzi, entered the river, and forded it, although very rapid, and in some places deep: in this they were followed by the Hussars and cavalry. As they approached the other side of the river, the French fired very briskly on them from a redoubt; but, on seeing the Hussars gain the bank on their right, and marching towards the rear of the redoubt, they abandoned their ranks, and, lest their retreat should be cut off, fled with the utmost precipitation. The grenadiers pushed forward, and not only secured the redoubt, but likewise gained the mountain, where they took post; while the Croats, and the other irregular troops, pursued the enemy in their retreat towards Cagne. The other columns passed the river, and got possession of all the enemy's works: and, notwithstanding a very brisk fire, which was kept up on the troops as they passed, their loss did not exceed forty men killed, and about as many drowned.

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General Brown having now entered Provence, continued the pursuit of the enemy's army, levying heavy contributions as he passed. He detached Count Petazzi with a corps to blockade Antibes by land, while Admiral Medley did the same by sea.

On the 14th of December, a detachment of three hundred Austrians and Piedmontese made a descent on the island of St Marguerite, situated about three leagues from Antibes. They were supported by four pieces of cannon, posted on the continent which is nearest the island, and by a British bomb-ketch, which did them excellent service. The enemy made considerable resistance; but were at length compelled to submit. One hundred and forty men were made prisoners; the fortifications were destroyed, and forty pieces of cannon brought away.

At this time, the King of Sardinia was taken ill of the small-pox at Nice; and a very unexpected revolution happened in Genoa. The contributions demanded from that unfortunate city, by far exceeded its abilities to pay: they offered, however, to lay down the one half, and sent deputies to Vienna to solicit an abatement of the rest. No regard was paid to their remonstrances; and the haughty unrelenting disposition of the House of Austria became extremely evident in the cruel activity with which the Genoese were obliged to acquiesce in the arbitrary assessments of their conquerors. The people, driven to despair, began to form conspiracies for the expulsion of their tyrants, which the Senate secretly encouraged.

Heavy cannon being wanted for the siege of Antibes, some were ordered from the ramparts of Genoa. On the 5th of December, as the Austrians were employed in this work, the mob became troublesome. An officer having struck a Genoese, in order to make him keep off, the people took offence, and pelted the officer and his men away with stones. Next day the Marquis de Botta sent a greater force to draw off the cannon: but the mob having assembled in still greater numbers, and all of them with fire-arms, a tumult again ensued, in which an officer and thirty Austrian soldiers were killed. More troops arriving, the mob, for that time, dispersed.

The Marquis de Botta applied to the Senate to appease this commotion. They artfully concealed their knowledge of what

what was intended, although they had ordered the galley-slaves to be released, in order to assist the insurgents, and were doing all in their power to induce the inhabitants of the country to appear in arms, and to be ready to enter the city. The Senate ordered fifty men from the troops of the republic to take post at the gate of Bisagno; but this was only a blind, the better to cover their designs. On the 8th, at the ringing of a particular bell at eight in the morning, the populace assembled in an instant, to the amount of ten thousand men, and immediately attacked the Austrians, whom they drove from several posts with considerable loss. The revolted barricaded themselves in some streets, and maintained their ground. A cessation of hostilities being demanded, a truce ensued; during which, the revolted got a great accession of strength. No agreement taking place, hostilities again commenced. The Austrians attacked the barricades; they were repulsed with considerable loss, and finally, on the 10th, obliged to abandon the city. Notwithstanding this discomfiture, the Marquis de Botta secured the pass of the Bochetta, and besieged and took the towns of Savona and Gavi. The Genoese took every possible precaution to prevent the city from falling again under the Austrian yoke.

Admiral Medley now detached a squadron under the command of the Honourable Captain George Townshend, to cruise off the island of Corsica, with orders to assist the islanders under Count Rivarola, then in arms against the republic of Genoa. The Diamond and Lowestoffe took three French pollaccas with cottons and other goods, valued at 30,000 dollars. The Leopard, of fifty guns, commanded by Lord Colville, destroyed in Dian road, three vessels under Genoese, and five under the Pope's colours: they were laden with corn for the use of the Spanish army.

TRANSACTIONS AT OR NEAR HOME.

A SQUADRON of small ships of war was stationed on the coasts of Holland and Flanders, under the command of Commodore Matthew Mitchell, which did very important service, not only in affording protection to our own trade in the North Seas,

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Seas, and annoying that of the enemy, but also in retarding the progress of the French army under the command of M. Saxe and Count Lowendhall, by sailing up the rivers and creeks, and by that means hindering the transportation of troops, cannon, and provisions, from one place to another; so that many of their schemes were rendered abortive.

A considerable body of land-forces was embarked on board transports at Spithead; where a large squadron of ships of war had assembled to escort them to Quebec. The success of a small body of New-England forces against Louisburg the year before, was the means of suggesting this expedition to the Ministry. Orders had been sent to the Governors in America, instructing them to raise a large body of troops, to be ready to proceed against the capital of Canada the moment the army arrived from England to join them. These troops were raised with the utmost alacrity.

The command of the land-forces, for this service, being given to Lieutenant-General St Clair, an officer of experience and abilities, he had been at great pains to obtain all necessary information relative to the country, and to the service he was going on, little conjecturing, that the forces under his command were to have so very different a destination from that which was originally assigned them. The troops were detained a considerable time at Spithead by contrary winds, and still longer by delays, with the cause of which the Public remain unacquainted; so that the season became too far advanced for the troops to proceed to North America, and to act with any prospect of success during the short time they could keep the field after their arrival. They were therefore made acquainted, that this expedition was laid aside for the present, but were ordered to be in readiness to sail on foreign service, in case the public exigencies should require it.

With regard to the second destination of this little army, it has been greatly misrepresented by an historian who has obtained a great character from the world in general*. A well informed officer, of high rank in the army†, has rightly observed on the facility

* M. de Voltaire.

† The late Lieutenant-General Sir Henry Erskine, baronet. *Vide* a paper of his in the Scots magazine for 1757, page 387.

facility with which we are misled by great writers, and on the readiness with which we imbibe their notions without examination. Most readers believed, that Voltaire's history was composed of facts; but we find, that in his relations he is more singular than authentic, more credulous than well informed, and that he cannot quite lose the poet in the historian. We admire his talents; but we should not overlook his errors, which are many and notorious. His column at the battle of Fontenoy is a chimera; though a chimera generally received as a reality among his countrymen. But of all the misrepresentations with which his history is filled, there are none so gross, so ridiculous, or so injurious to the British nation, as those which are contained in his account of the descent on the coast of Brittany. He is equally unacquainted with the destination of the expedition, the number of troops, the manner of the descent, the causes of its want of success, the reasons for the retreat, and the conduct observed in it. The reader will find an ample account of the land and sea forces sent on this service, with other particulars, in Note 50. General St Clair had with him, on this service, Brigadier-Generals O'Farrel, Graham, and Richbell; and the justly celebrated philosopher and historian, David Hume, Esq; was his secretary. After the troops had remained at Spithead near six weeks, the Ministry came to the resolution of employing them, by making an immediate descent on the coast of Brittany.

It was generally known at this time, that the French army in Flanders was superior to that of the allies; and it was the opinion of the best informed, that a well-timed descent on the coast of France might be attended with important consequences, by obliging M. Saxe to march a considerable detachment of his army to repel the invaders. The suddenness of this resolution was matter of great surprize to General St Clair, who was wholly unprovided for this service. He had not so much as a map of the country, or a plan of the town he was to attack*; and he knew the army under his command to be as ill prepared as himself. No horses for drawing the artillery; no guides to conduct the army; nor any intelligence sent with

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* He applied to the Duke of Newcastle, then one of the Secretaries of State for a map of Brittany, who sent him, by express, a *chart of Gascony*.

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regard to the country, or the opposition they might expect. Even the harbours and anchoring ground on the coast, where the troops were to land, had not been explored, and were very little known.

The command of the fleet destined for this service, being conferred on Admiral Lestock, he, as soon as the destination was fixed on, detached Commodore Cotes, with a small squadron, to reconnoitre Port Louis and the adjacent places, and to sound all along that coast, in order to find out the most commodious place for the troops to disembark at, and to endeavour to obtain all the information possible relative to Port L'Orient. The Admiral, with the fleet and troops, sailed from St Helens the 5th of August; which, great and small included, might amount to sixty sail: but being soon forced back by contrary winds, they did not sail again until the 24th. The day following, the wind still proving contrary, they were again obliged to come to an anchor in Plymouth Sound, where they remained till the 14th of September; when, after a pleasant voyage, they made the French coast on the 19th, and soon after joined Commodore Cotes and his Squadron: but the wind coming off shore, it was with the utmost difficulty that most of the fleet got to the anchoring ground next morning; and it was two days afterwards before the remainder could join them.

As soon as the French were certain that it was an enemy's fleet, alarm-guns were fired all along the coast; and, when it became dark, they lighted fire beacons on the top of all the hills and eminences within view; by which means they were informed at Versailles, in the course of a few hours, what part of the country was threatened with an invasion.

General St Clair and the engineers having viewed the coast, along with Commodore Cotes, the General determined not to lose time, in waiting for the arrival of all the transports with the troops on board, but to endeavour to make good his landing the next morning with what troops he had. He accordingly fixed on a proper place for disembarking the army. The Admiral ordered the two sloops of war, the bomb-ketch and cutter, to cover the troops whilst landing. Early in the morning of the 20th, it was perceived that the enemy, suspecting our intention, had marched about three thousand militia, gardes de côte, and regular

troops, to the very place where it was intended the army should land. On this, the Admiral thought proper to add three forty gun frigates to the force already ordered to cover the debarkation. The landing of the troops was performed in a very masterly manner, in a bay about ten miles from Port L'Orient. The enemy seemed determined to oppose the descent; but their intentions were frustrated, by the measures the General pursued.

There were three places at which it appeared proper to debark the troops. The farthest from L'Orient was a sandy bay, bounded on the one side by the river Quimperlay; on the other, by a rising ground, which separated it from another little bay. This second bay was divided from the third landing place by an arm of the sea, which runs above a mile up the country, and by an eminence, on which were planted two pieces of cannon. This arm of the sea was only fordable at low water. In the two last mentioned places were the enemy's forces posted; the first mentioned place remaining unoccupied. The wind blew along the shore towards L'Orient. All the boats of the fleet could not contain above six hundred soldiers. They were ordered to rendezvous astern of the cutter, which was anchored most to windward, and opposite to the first or most distant place where the troops could land.

The wind blew so very fresh, that no sail could be set. The boats were therefore obliged to row to the place of rendezvous. The enemy conjecturing, from the course they steered, that the debarkation would be at the unoccupied bay, the farthest from L'Orient, they determined to change their disposition. The body that was posted in the second bay, marched round the rising ground above mentioned, and drew up in the bay, next to the river Quimperlay, opposite the rendezvous of the boats, where they were so well covered by a bank of sand, that the cannon of the frigates could not do them the smallest prejudice. The corps which occupied the shore at the third landing place, marched off, with an intent, as it was high water, to go round the arm of the sea, and to take possession of the shore at the middle landing place, which the other body of troops had just quitted. But, as a march of that length required a considerable space of time before they could reach the ground they intended to occupy, the General resolved to seize this

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favourable opportunity of landing at the middle bay, before the enemy, now on their march, could possibly reach it to oppose him.

To confirm the enemy in their conjectures, and to receive as little annoyance as possible from the corps drawn up at the first mentioned landing-place, he ordered the boats to row directly towards that bay, till they should come almost within musket-shot of them; then suddenly to turn short, and row before the wind with the utmost expedition, to the second or middle landing-place, push ashore, and form instantly on the beach. Left the two pieces of cannon, planted on an eminence upon the opposite side of the arm of the sea, should play on the boats loaded with troops, at so small a distance, the General requested that the Admiral would send some vessels to fire on the battery, and, if possible, to drive the enemy from their guns. Previous to the boats making for the shore, these orders were executed, and the battery was abandoned. The enemy, expecting the debarkation to be attempted in the first mentioned place or bay, the corps who had taken post there waited for the approach of the British troops; till, the boats suddenly turning to row along shore, they then ran, in the utmost confusion and disorder, towards the second bay; but before they reached it, the debarkation had taken place, without the loss of a man. The General sent a detachment, to secure the two pieces of cannon, and immediately went in pursuit of the enemy's troops for near two miles. Being there joined by Brigadier-General O'Farrell with reinforcements, he detached that officer, with a thousand men, to take post at the village of Guidel, then in sight, and returned with the remainder of the army to the landing-place where they lay on their arms that night; during which, the debarkation of the troops was completed.

Early next morning, (the 21st), the General began his march for Port L'Orient, leaving the corps of marines under Colonel Holmes, to assist in landing the field artillery, stores, &c. At seven o'clock, he joined General O'Farrell at Guidel, who informed him, that the corps under his command had been annoyed a good deal during the night, by parties of the militia skulking behind the hedges; by which Lieutenant-Colonel Erskine, the Deputy Quarter-Master General, and some few men, were wounded. This could not be prevented,

ed, as the roads were extremely narrow, and the country the closest that could be imagined.

Here the General received information, that about a league from this village, were two roads leading from L'Orient; the one by Plemure, the other by Quimperlay. The army was divided into two columns; the first, consisting of the Royal, the Highlanders, and Bragg's regiment, headed by the General, marched by the former road; and the second, consisting of Harrison's, Frampton's, and Richbell's regiment, headed by Brigadier-General O'Farrell, marched by the latter. At Guidel the General left the wounded, and there established a post of communication, at which he left one hundred men, under the command of Captain James Edmonstone of the Royal regiment.

The first column arrived at the Wind-mill, in the neighbourhood of Port L'Orient, about five in the evening. The General lost not a moment, but sent the engineers to reconnoitre the town; who, on their return, reported, that it was defended by a thin wall, with loop-holes in it, without a fossé; and that, from a place they had pitched upon for a battery, they could either make a breach, or lay the town in ashes, in twenty-four hours. General O'Farrell, with the troops under his command, did not arrive at the Wind-mill till seven o'clock in the evening. This column had been attacked on their march; and, although only by militia, some of the troops were thrown into disorder. Part of Frampton's and Richbell's regiments even threw down their arms. But the Honourable Captain Murray*, at the head of his company of grenadiers, attacking the enemy with great briskness, soon obliged them to fly, and restored order to the head of the column. The piquets of the army lay on their arms at the Wind-mill all night; and the army was cantoned in the neighbouring villages, to be ready to support the piquets in case of need.

Early in the morning of the 22d, the General, attended by the engineers and other officers, went to reconnoitre the town. The engineers confirmed to him the report they had made the evening before; in consequence of which he sent an officer, with a flag of truce, to the Governor, requiring him to surrender the place immediately. That no time might be lost, the

* Now General James Murray, at that time a Captain in the 15th regiment of foot

the General, with Brigadier-General O'Farrel, and the engineers, set out for the fleet; and finding Captain Chalmers, the commanding officer of the artillery, on the beach, the General took him to the Admiral, on board of whose ship a council of war was immediately held, consisting of the Admiral and General, General O'Farrel, and Commodore Cotes. The engineers were asked by the Council, Supposing it practicable, either to burn the town or make a breach in the wall, what artillery, &c. would be wanted, and what time the service would require? They answered, That with two twelve pounders, and a ten-inch mortar, erected on the spot they had pitched upon, they engaged to make a proper breach, or lay the town in ashes, in twenty-four hours. Captain Chalmers was of the same opinion, provided the battery was within proper distance. Upon this, the council of war unanimously agreed to make the attempt; and Commodore Cotes was instructed to land the artillery; while every thing demanded by the engineers was to be drawn to the camp by the sailors.

The General, after giving orders to Colonel Holmes to leave a hundred marines to guard the landing-place, and to proceed to the camp with the remainder of his corps, (bringing with him three three-pounders), returned with the other officers to the army; when the officer whom the General had sent with the flag of truce into the town, reported to him, that deputies from the town would wait on him next morning at the Wind-mill Hill, with terms for surrendering the place. This day, the suburbs of Port L'Orient were burnt by the garrison.

On the 23d, early in the morning, information was brought to the camp, that the post at Guidel was attacked by a large body of militia; on which three companies of grenadiers were detached to its relief, with orders to convey the sick and wounded to the sea-shore, and to abandon that post, it being no longer necessary to hold it for maintaining a communication with the fleet. Captain Edmonstone had done all in his power to strengthen his post, and to prevent being surprised; and he made so gallant a defence with his little band, that he repulsed the enemy, although ten times his numbers, before the grenadiers arrived. It is much to the honour of the hospital-staff in this little skirmish, that they all took arms, and, together with the sick and wounded, headed by

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Lieutenant-Colonel Erskine, joined their efforts in the general defence of the post.

The three deputies from the town now arriving, the General received them at the head of his little army, which he had purposely drawn up in such a point of view, as to impress them with an idea of its strength far beyond what it really was. The deputies consisted of one from the Governor, one from the town, and one from the East India Company. As they represented to the General, that each of them was sent to treat of particular conditions with regard to those who deputed them. The General answered, That he could have no transactions whatever but with the officer commanding for his Most Christian Majesty; and therefore could only receive from the military deputy, the paper containing the demands of the Governor or Commandant. His terms of surrender were, That all the troops of every denomination might march out with all the honours of war, and even march wherever they pleased: To these terms the General would not accede, but required the place to surrender at discretion. The East India Company requested that their stores, ware-houses, shipping, &c. should not be injured. This being likewise refused, the General dismissed the deputies, and gave them three hours to consider of the matter; at the end of which time, they sent word, that they would stand on their defence.

The General has been greatly blamed for not granting the terms demanded by the Commandant; as perhaps, on this being done, he would have abandoned the concerns of the town, and of the East India Company. Circumstanced as the General was, a regular siege was out of the question; for, at this time, his artillery park before the town amounted to no more than a few field-pieces; and before he could fire a shot against the place, he had to wait for two ship guns, which the sailors were to drag up from the landing-place. There scarce remains a doubt, that had he been properly provided with petards, scaling-ladders, and other implements necessary for an assault; and had shewed every intention of carrying his point in this manner, while all was confusion and dismay within the town, but that the gates of the place had been thrown open to him. But it should be remembered, that he was not provided to carry the town by assault; that the Ministry had not been able to

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afford him any intelligence concerning the strength of the place; to which being joined, the assurances given him by the engineers, that his battery would make a practicable breach in twenty-four hours, when the enemy must of necessity submit to his conditions;—all these were sufficient reasons for his acting in the manner he did.

The enemy now prepared for a vigorous defence. The shipping in the harbour afforded them a supply of cannon, which they mounted on the ramparts. The garrison was daily receiving reinforcements of troops; and the Governor of the province of Brittany was busy in assembling, from all parts, a very superior military force to march to the relief of the town; so that the British forces were in danger of having their retreat cut off from the fleet. For the blunders which ensued, the General was not to blame. The battery was erected, and ready to open by the 25th in the morning. It consisted of two twelve pounders, and a ten-inch mortar. A few bombs and carcasses were thrown into the town; but no shot, for the furnace which was to heat the shot had been forgotten. The engineers now despaired of being able to make the promised breach at the distance they had erected the battery. The officers of the artillery insisted they could heat the shot without a furnace; but the General opposed their opening the battery, he having discovered another material blunder, which was, that there was not a sufficient quantity of ammunition to keep up a continued fire.

In the course of this day, two more twelve pounders and the furnace were brought to the camp by the sailors and marines; one third of the sailors of the whole fleet, besides the marines and boats-crews, being employed in this service. In the evening the engineers went in a body to the General, and made such a report of the situation of affairs, as induced General St Clair to call a council of war immediately, which consisted of himself and the three Brigadier Generals, with Engineers Thomas Armstrong, Chief Engineer and Commander of the Artillery; Justly Watson and John Armstrong, Esqs; and John Chalmers, Captain of the Artillery. Thomas Armstrong, Esq; the Chief Engineer, represented to the Council, That the artillery stores came in so slowly, he did not see any probability of their being supplied with the ammunition necessary

cessary for making a proper use of the battery erected the night before. He was likewise apprehensive, that the intended service could not be accomplished so soon as was at first expected, there being but thirty-four rounds for each of the twelve pounders left, and none of the shells or carcasses for the ten-inch mortar. Considering, too, the number of batteries already opened upon them from the town, and daily likely to be opened, he thought it his duty to represent this to the Commander in Chief, as he now did to the Council of war. John Armstrong, Esq; engineer, being extremely afflicted with the gout, was not in a condition to undergo the fatigue of reconnoitring at the time the other engineers did; and, for that reason, his opinion was not asked at the council of war held on board the Admiral's ship: but being questioned now, he said, That having no horses proper to draw their artillery from the landing-place, and the roads being broken and spoiled by the rains, the procuring the heavy guns in time was scarcely possible; not to mention the advantage the enemy had of drawing continual supplies from the garrison of Port Louis, so as to be able to mount six guns to our one. He was therefore of opinion, that nothing of consequence could, at this season, and in their circumstances, be done against the town of Port L'Orient in a proper time. The council of war adjourned till next morning the 26th, when Captain Justly Watson's sentiments being asked, he replied, His former opinion was, that with a ten-inch mortar, and two twelve pounders, he should have been able to lay the town in ashes in a short time. And being asked what that time was, he answered, Twenty-four hours. His present opinion being demanded, he said, If the battery could be properly served with ammunition for the above twenty-four hours, he thought the enterprize still practicable. The Director-General, Mr Armstrong, being asked what his opinion was in the council of war held on board the Admiral's ship, acknowledged he had then said, that with two twelve pounders, a ten-inch mortar, and some royals, the town could have been destroyed in twenty four hours. Being asked by the Council what his present opinion was, he said, That from the difficulties and delays of bringing up ammunition, the alteration of the weather, and other circumstances in favour of the enemy, and to their own prejudice,

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prejudice, he was of opinion, that no great advantage could arise from continuing to push on much longer their enterprize. General St Clair then asked him, Whether, at any time, he had been refused whatever number of armed men, or men unarmed, to work, which he had demanded? or whether he had ever applied to the General for bringing up the Royals? To all which he answered in the negative. Being farther asked, If he ever mentioned the Royals in any of the lists he sent to the Commissary of the Train, at the park of artillery, on the beach? he said, He never had, as there were other things more immediately wanted. Captain Chalmers of the artillery being obliged, at this time, to attend at the battery, his opinion was not taken at the Council of war. Brigadier-General Richbell spoke next, and was against continuing the siege of L'Orient, for the following reasons. It appeared to him, from the opinions of the engineers, that they had made a wrong calculation; and that, from the great fatigues the troops had suffered, occasioned by the badness of the weather, and the great sickness among them, which daily increased, and the uncertainty of being supplied with proper provisions, he was apprehensive, should they persist in carrying on the siege, it might be attended with fatal consequences to the troops. Brigadiers Graham and O'Farrel spoke much to the same effect, and agreed to the reimbarcation of the troops; the latter adding, that as the principal motive to encourage the undertaking of this enterprize, had been founded on the short time in which the engineers proposed to have carried it into execution, in which they found they were disappointed; and as their communication with the fleet might be interrupted, he thought it necessary, after having expended all the ammunition for the heavy artillery, to desist from the enterprize. General St Clair then closed the Council of war, by saying, That in consequence of his Majesty's orders to Admiral Lestock and himself, to make a descent on the western coast of France, he had agreed with the Admiral, to view the strength of the town of L'Orient, provided he would land the troops betwixt Quimperlay and Port Louis; which he having performed, he advanced to the place with the utmost expedition: and upon assurances given, in the strongest terms, by the engineers, to the Council of war held on board the *Princessa*, after they had reconnoitred the

place, that they could make a practicable breach in the wall in twenty-four hours, he agreed to make the attempt; since which time it was well known to the whole army, how assiduous he had been in carrying on this design, which he undertook from the great dependence he had on the knowledge of the engineers, and not from any skill of his own. But now finding it was the unanimous opinion of the general officers and engineers here present, that the enterprize should be laid aside, he therefore complied with it.

The sudden change from a close confinement on board the transports, to lying out at nights, exposed to all the variety of weather, and some days without tents, threw the soldiers into diseases, and greatly increased the sick list. Add to this, at this time the Admiral had remonstrated to the General, that the ships were in a very hazardous situation, from the danger of a south-west wind, and the foulness of the ground where they were anchored.

From the report made by the Director-General, and Captain Chalmers of the artillery, at three o'clock in the afternoon, informing the General, there were no carcasses or bombs left, and only one hundred and fifty shot remaining, which were not sufficient to serve the battery that night and next day, the General thought proper to call another Council of war; at which, Captain Chalmers being asked, Whether he thought the artillery on the battery, with the remaining quantity of ammunition and stores, were sufficient either to make a breach in the wall, or set fire to the town? He answered, He was positive they could not make a breach at the distance the battery was placed, and from its oblique situation; and he was also of opinion, they could not set fire to the town, as what houses he had seen, seemed to have very little wood in them. He likewise observed, that the carcasses, bombs, and red-hot balls which had been fired into the town, had little or no effect; and further added, he had been able to serve only one gun with red-hot shot.

Upon this representation it was unanimously agreed to raise the siege, to spike up the guns, drag back the mortars, and re-embark the army. There were fired from our battery, yesterday and this day, thirty carcasses, thirty shells, thirty-two grape shot, and three hundred and forty shot; only one-third of

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The 27th, the General sent for the commanding-officers of the regiments, and acquainted them with the resolution of the Council of war. The General asked their opinion; when they unanimously declared themselves for the reembarkation. In the afternoon, orders were given for the covering and working parties, and the out-posts, to return to camp, and join their respective regiments. The troops struck their tents, and got under arms; the guns were spiked up; and as the mortar could not, for want of the proper machinery, be mounted on its carriage, it was spiked likewise. At eight in the evening, the army marched, the General being among the last to quit the ground. The rear-guard was composed of the grenadier companies; the army reached the beach early in the morning of the 28th. The reembarkation immediately commenced; and although the weather was moderate, yet the surf on the shore was so very great, that by it seven marines were drowned. The Admiral had detached some ships to Quiberon bay, with orders to the Commanding-Officer to examine the coast and anchorage, and to report to him.

The troops being all on ship-board, a Council of war was held on board the *Princessa*, on the 30th, consisting of the four senior officers of the navy, and the four senior officers of the army; in which it was debated, Whether they should undertake any farther operations, either singly, or in conjunction with the fleet; and particularly, if the fleet should not proceed to the bay of Quiberon? It was determined by the majority, to sail directly for Ireland, on account of the representation of some of the sea-officers, with regard to the danger the fleet might run, by remaining any longer in the bay of Biscay. The proposal for going to Quiberon bay was accordingly rejected at this time, as the ships which the Admiral had sent to sound the bay, were not returned.

On the 1st of October, however, Admiral Lestock received a letter from Captain Leke, of his Majesty's ship the *Exeter*, in which he made so favourable a report of the anchorage in Quiberon bay, that, notwithstanding the opinion of the last Council of war, the Admiral and General resolved to go there,

with the forces under their command, and to land the army on the peninsula of Quiberon, there to wait the arrival of the reinforcements expected from England, which they knew were embarked; to employ the little that remained of the season to some advantage to the nation, by harassing the enemy as much as possible; and to comply, to the utmost of their power, with his Majesty's instructions to them.

The fleet set sail; and although the passage is but short, yet, the weather proving boisterous, several of the transports separated, and returned to England. The fleet arriving on the 2d, in Quiberon bay, it was found, that no less than four ships, and the store-ship, having on board nine hundred men, were missing. This diminution of his force, gave the General much concern; as it, in a great measure, disabled him from undertaking any enterprize of consequence. The Admiral sent out some ships of war to search for the separated transports, and to conduct them in.

At the entrance of the bay, the Admiral was met by Captain Leke of the Ardent, who informed him, that the day before, in company with his Majesty's ship Poole, and Tavistock sloop, he had engaged, and forced ashore on the peninsula of Quiberon, the Ardent, a French ship of war, of sixty-four guns. The 3d, the fleet sailed higher up the bay, and came to an anchor; and, on the 4th, the General and the troops landed on the peninsula, and took post on a rising ground which commands the isthmus, in order to prevent the inhabitants from driving away their cattle. He marched at the head of the Royals and Highlanders, and took possession of a fort, in which were eighteen guns. With these he fortified the isthmus; cantoning the troops (the picquets of the army excepted) in the villages and farm-houses. On the 5th, some sailors belonging to the tenders, secretly set fire to the Ardent, and she was consumed to the water's edge: eighteen pieces of brass cannon belonging to her were afterwards weighed, and carried on board the Admiral; and all her iron guns which could be got at, were rendered unserviceable.

The General wishing to know if any thing could be attempted at St Gilda's, signified this to the Admiral, who sent Cap-

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tain Baird, of his Majesty's sloop the Fly, to reconnoitre it; and, from the report he made, the General was induced to send, on the 6th, Brigadier-General Graham, to examine the place as minutely as possible. A Council of war being held next day, the project of an attack at St Gilda's was debated; but, in consequence of Brigadier Graham's report, it was laid aside.

On the 7th, the ships which the Admiral had sent in quest of the missing transports and store-ship, having returned without them, and no hopes remaining of their being joined by the troops from England, under the command of Major-General Fuller, as was expected, (the wind having continued fair from England for a considerable time) it was determined to reembark the troops. This day, the Admiral summoned the Commandant of the island of Houat to surrender, which he refusing, the Admiral, next day, (the 8th) sent some seamen in boats, under the command of Captain Cockburn, and some ships under the command of Captain Leke to cover their landing, to attack it. On the seamen's landing, he submitted at discretion. The garrison consisted of a Captain, and about thirty men; in the fort were eight pieces of cannon. On the 9th, the Admiral summoned the Commandant of the island of Hedic to surrender; but he declared he would defend himself to the utmost. As soon as the weather permitted, (13th,) the Admiral sent Captain Peers, with some seamen in boats, and Captain Leke, with some ships to cover their landing, to reduce this island also. It presently surrendered; and in the place were found a Lieutenant, who was Governor, and nineteen men. In the fort were four guns mounted, and as many unmounted. All the forts and guns, on the peninsula as well as the islands, being destroyed, the troops reembarked, and proceeded on the 17th, under convoy, with the General to Ireland. Admiral Lestock, with the rest of the fleet, returned to England, where they arrived the end of the month.

The loss of men, in this expedition, was very inconsiderable. Lieutenant-Colonel Erskine, and Major Bagshaw, who had his leg shot off, were the only officers of note who were wounded.

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We shall conclude our account of this expedition, by observing, that when it is considered, that the troops of the besieged were more numerous than the besiegers; that the latter had recovered from their first surprize; that they had learned, from deserters, the smallness of the besieging army; that they had erected seven batteries against the single one which the besiegers had been able to raise; that the bombs, and other ammunition, were almost expended; that the engineer declared it impracticable to set the town on fire, or to make a breach, without more artillery, and more ammunition; that the roads were become impassable for artillery by the continued rains: add to these, the remonstrances of the Admiral on the badness of the anchoring-ground, and the danger of the fleet; besides the hazard the troops run of being surrounded, by the certainty of a much superior force marching to the relief of L'Orient. When all this is considered, no blame whatever can be cast on the General, situated as he was, for his retreat. It is now known, however, that this expedition in a great measure, answered the purpose of its destination; for an order was dispatched from Paris, to Marshall Saxe, to send a considerable detachment to L'Orient; but it did not reach him till after he had gained the battle of Rocoux*.

CAPTURES BY HIS MAJESTY'S SHIPS.

THE Edinburgh, Captain Cotes, took the Duc de Chartres, a French privateer of thirty-two guns, and two hundred and seventy-five men; she was purchased by Government, and added to the Royal Navy, by the name of the Inverness.

The Prince Frederick, Captain Harry Norris, took the Fortune, a privateer of St Malo, of twenty-two guns, and one hundred and eighty men.

The Portland of fifty guns, Captain Charles Stevens, took, on the 9th of February, after an engagement of two hours and

* The greatest part of this account of the expedition to Port L'Orient, is taken from a MS. journal of the expedition, wrote on the spot by an officer of rank.

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an half, L' Auguste, a French ship of war of fifty guns, and four hundred and seventy men. The enemy had fifty men killed, and ninety-four wounded; and all her masts were shot away. The Portland had five men killed, and thirteen wounded; her masts were much wounded, all her rigging destroyed, and main-yard shot away. The Auguste was purchased by Government, and added to the Royal Navy, by the name of the Portland's Prize. And on the 19th of November, he took a French ship of war, called the Subtile, of twenty-six guns, and one hundred and ninety-four men; she also was bought into the service, and called the Amazon.

The Defiance, Captain Powlett, took, after an engagement of two hours, the Ambuscade, a French ship of war of forty guns, and three hundred and sixty-five men, of whom twenty-six were killed and wounded. The Defiance had only one man killed and three wounded. The prize was purchased and added to the Royal Navy.

The St Michael, and Le Chasseur, two French privateers of eighteen guns, and one hundred and fifty men each, were taken by Admiral Martin's squadron.

Captain James Osborne, of the Shoreham, captured a small Spanish privateer, of two carriage-guns, and twelve swivels; and being at this time at an anchor in a small bay about ten leagues to the westward of the Groyne, he gave the command of her to Mr William Brown, the master of the Shoreham. On the 24th of April, about five in the morning, Mr Brown having got sight of a vessel, weighed, and went in chace of her. He came up with her at half an hour after eleven. The enemy seeing the smallness of his force, now waited for him. He engaged her six hours and a half, destroyed all her sails and rigging, and having expended all his ammunition, he resolved to board his antagonist. He accordingly got out his oars, and rowed his vessel on board of her; on which she struck her colours, and proved to be a privateer snow from Bilboa, of ten carriage-guns, eighteen swivels, and seventy-eight men; out of whom he found only thirty-two alive when he took possession, four of whom were wounded. On the 26th, near Viana, he took, after a brisk action, another Spanish privateer, mounting five guns, and having on board thirty-two men. The

Lords

Lords of the Admiralty were pleased to appoint Mr Brown to the command of a sloop of war, in reward of his gallant behaviour.

The Sheernefs, Captain Shuldham, took L'Hercule, a French ship of three hundred and forty tons, eighteen guns, and thirty-six men, having on board a considerable quantity of money, and a cargo of great value.

The Inverness, Captain Julian Legge, took a privateer of St Malo, called Le François, of twenty-two guns, and one hundred and sixty men.

The Windsor, Captain Denis, took the Leopard privateer of Bayonne, of twenty-two nine pounders, twenty-four swivels, and three hundred and sixty-seven men: at the same time, retaking two English vessels which the privateer had with her.

A small squadron under Lord George Graham, of the Nottingham, burnt the Bacchus, a French privateer, of eighteen guns, and one hundred and forty-three men; and took two valuable French ships from Martinico, and a ship of twenty-six guns for Panama.

The Weasel sloop of war, of twelve guns, commanded by Captain Hugh Palliser, took, on the 8th of October, the Jean-tie, a privateer of Bologne, of six carriage-guns, six swivels, and forty-eight men; and the Fortune privateer of Honfleur, of ten carriage-guns, ten swivels, and ninety-five men; for which gallant action, the Captain got the command of a post-ship.

The Esperance, a privateer of St Sebastian's, of sixteen guns, and one hundred and thirty-six men; and the Shoreham privateer of Nantz, of twenty-two guns, and two hundred and sixty men; were taken by the Eagle, Captain Rodney.

The Namur, the Honourable Captain Boscawen, took the Intrepide privateer of St Malo, of twenty six-pounders, and two hundred men; and a French snow, with dispatches from the French squadron at Chiboctou, for France. And soon after, Captain Boscawen chased the Mercury, a French ship of war, of fifty-eight guns, (then serving as an hospital-ship to the squadron, late Duc d'Anville's), into Admiral Anson's squadron, where she was taken.

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The Nottingham, of sixty guns, Captain Philip Samaurez, took, off Cape Clear, October 11th, after a close action of two hours, the Mars, a French ship of war of sixty-four guns, and five hundred and fifty men: the Mars had forty men killed and wounded, but the Nottingham only three or four. The prize was bought, and added to the Royal Navy.

On the 26th of December, the Gloucester, Captain Charles Saunders, and the Lark, Captain Cheap, took the Fort de Nantz, a Spanish register-ship, of thirty-two guns, and two hundred men, burden six hundred and fifty tons, from La Vera Cruz and the Havannah, for Cadiz; a prize valued at 300,000*l*.

On the 13th of March, the Saltash and Warren privateers, got sight of a fleet of small French vessels, at anchor near Port Louis, under convoy of an armed ship of ten guns. The privateers attacked them, one on each side, so successfully, that they brought off four of the vessels and the armed ship: sixteen they drove ashore; and would have either taken or destroyed the rest, but, a large ship of war coming out of the port, obliged them to make off. In the prizes, which were laden with stores, particularly timber for ship-building, only two prisoners were made: the rest of the crews had escaped on shore during the attack.

The Alexander privateer of Bristol, Captain Phillips, being on a cruize in the month of April, and seeing a large ship come to an anchor under a small fort in St Martin's road, in the isle of Rhée, he run in after her, boarded her with fifty men, cut her cables, and brought her off. She proved to be his Majesty's ship the Solebay, of twenty-two nine pounders, lately taken by the enemy. She had a crew of two hundred and thirty men, who were so panic-struck, upon being boarded with such resolution, that they all fled below. The Alexander was only two hundred tons burden, having twenty six-pounders, and a crew of one hundred and fifty men. His Majesty was so much pleased with this gallant action, that he ordered Captain Phillips a present of five hundred guineas, and a gold medal worth two hundred more.

The Dublin privateer of Dublin, Captain Eaton, took the Nostra Signora de Begona, of four hundred tons, and eighteen

guns,

guns, a Spanish register-ship from the Havannah for Cadiz, having on board the Governor of Guatimala in New Spain, and a cargo in gold, silver, cochineal, indigo, hides, snuff, &c. valued at upwards of 100,000 l.

Sixteen French ships were taken in the Levant, by the Fame, a snow privateer of Liverpool, Captain Fortunatus Wright, fourteen of which he sent to Leghorn, the other two he carried into Messina. The largest of the last two was fitted out by some French factories on the coast of Caramania, with twenty guns, and one hundred and fifty men, on purpose to take or destroy the Fame, which had greatly annoyed their trade in those parts. They came to an engagement off the island of Cyprus, which lasted three hours, when the enemy run their ship ashore; and the crew, abandoning her with the utmost precipitation, fled up the country. The Fame's men took possession of the vessel, got her afloat again, and brought her off.

The King George, Prince Frederick, and Duke privateers, took, on the 27th of December, and carried into Lisbon, the N. S. del Buenel Configo, a Spanish register ship, of twenty-four guns, and one hundred and fifty men, from Cadiz to Buenos Ayres, reckoned worth 150,000 l. She had on board three governors with their ladies and families, and other passengers, who had private adventures to the amount of 27,000 l.

The losses sustained by the navy this year, were, the Severn, of fifty guns, Captain Lisle, which was taken, after a gallant action, by the Terrible, of seventy-four guns, and other French ships of war, as she was escorting home the trade from the Leeward Islands; the Albany and Hornet sloops of war, taken by the enemy; and the Lightning bomb-ketch, Captain Martin, which was overset in a hard gale near Leghorn, and forty-five of her crew drowned.

In the course of this year, the Spaniards captured in the European seas,	—	—	—	105 vessels.
Ditto, in America,	—	—	—	78

Total, 183

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In the course of this year, the French captured in the Euro-
pean seas, — — — 328 vessels of all sorts.
Ditto, in America, — — — 141

469

183

Total by the French and Spaniards, 652

In the course of this year, Great Britain captured from Spain,
in the European seas, — — — 28 vessels.
Ditto in America, — — — 88

Total, 116

Taken from France in the course of this year, in Europe, 260
Ditto, in America, Africa, and Asia, — — — 150

Total, taken from the French, 410

Ditto, from the Spaniards, 116

Total, 526

Making, on the whole, a balance of one hundred and twen-
ty-six vessels against Great Britain. But when it is consider-
ed, that several large ships of war, with many valuable prizes
from the West Indies and Turkey, were taken from the French;
and that among the prizes taken from the Spaniards, are to be
reckoned no less than ten register-ships; the balance will be
found greatly in favour of Britain.

1747.

In no period of the war did the Navy of Great Britain make
a more glorious or conspicuous figure than in the course of the
year 1747. The Parliament met the 18th of November 1746;
when his Majesty informed them, as usual, of the progress of
the arms of the powers united in the common cause; recom-
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mended vigorous measures as the surest means of obtaining a lasting peace; and added, "It shall be my particular care to exert our strength at sea, in the most effectual manner, for the defence of my kingdoms and possessions, the protection of the trade of my subjects, and the annoyance of our enemies." This assurance could not fail of being extremely agreeable. It presaged the success that crowned our endeavours on an element where our strength ought always to be exerted, and where no expence ought to be spared to render it superior to all exigences. In the course of this Session, the Parliament voted forty thousand seamen, and eleven thousand one hundred and fifty marines for the service of the current year, for the ordinary of the Navy, 195,259 l. 18s. 8d.; for Greenwich Hospital, 10,000 l.; for the Navy Hospital near Gosport, 16,000 l.; towards paying off the debt of the Navy, 1,000,000 l. The total of the supplies voted for the year 1747, amounting to the sum of 9,325,253 l. 9s. 10½d. The only alteration which happened this year at the Admiralty Board, was the appointment of Welbore Ellis, Esq; to be one of the Commissioners, in the room of George Grenville, Esq; removed to the Treasury Board.

In consequence of his Majesty's orders, the following naval promotion took place on the 15th of July: Sir Chaloner Ogle, James Steuart, Esq; Honourable George Clinton, to be Admirals of the White; William Rowley, William Martin, Isaac Townsend, Esqrs. to be Admirals of the Blue; Henry Medley Esq; Lord Vere Beauclerk, George Lord Anson, to be Vice-Admirals of the Red; Perry Mayne, Esq; and Sir Peter Warren, K. B. to be Vice-Admirals of the White; Honourable John Byng, to be Vice-Admiral of the Blue; Henry Osborne, Thomas Smith, and Thomas Griffin, Esqrs. to be Rear-Admirals of the Red; Edward Hawke, William Chambers, and Charles Knowles, Esqrs. to be Rear-Admirals of the White; Honourable John Forbes, and the Honourable Edward Boscawen, to be Rear-Admirals of the Blue.

In the course of this year, Admirals Lord Anson, Warren, and Hawke, commanded squadrons which cruized to the westward, and in the Bay of Biscay. Admiral Chambers commanded in the Channel; Commodore Mitchell on the coast

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of Flanders; Vice-Admirals Medley and Byng in the Mediterranean; Rear-Admiral Knowles was sent to take the command at Jamaica; and Rear-Admiral Boscawen was sent to the East Indies, with a strong reinforcement of ships, and a considerable body of land-forces.

EAST INDIES.

REAR-ADMIRAL GRIFFIN returned from Bengal to the coast of Coromandel, having some reinforcements with him for Fort St David, which, with those he landed, put that settlement out of danger; and, with his fleet, (See Note 51.) he blocked up the Port of Pondicherry, which obliged M. Dupleix to recall his troops for the security of the place. In September, the squadron sailed for Madras: in the road they found at anchor, the Neptune of fifty-four guns, being one of M. la Bourdonnais' squadron, and which had remained on the coast ever since his departure. She was boarded by the boats of the squadron, who set her on fire, and destroyed her. The approach of the monsoon in October, did not compel Admiral Griffin to quit the coast. He resolved to stay and give all the assistance in his power to the British settlements. The monsoon began and continued without any violent hurricane; but the weather, notwithstanding, was so tempestuous, that only two ships of the whole squadron were able to keep their stations. The rest made for Tincomalé bay, from whence they returned the beginning of the year 1748. The Medway was found in so bad a state, that she was condemned as unfit for service.

WEST INDIES.—JAMAICA STATION.

UNTIL the arrival of Rear-Admiral Knowles, the command of the squadron devolved on Captain Dent, (See Note 52.) The Enterprize, Captain Charles Holmes, after an obstinate engagement, took the Vestal from Cadiz for La Vera Cruz, a Register ship, with nine hundred and seventy-five chests of quicksilver,

quicksilver, and a rich cargo of dry goods, in all valued at 150,000 l.

WEST INDIES.—LEEWARD ISLAND STATION.

THE fleet here (See Note 53.) was commanded by the Honourable Edward Legge; after whose death, it devolved on Commodore George Pocock. The Weasel sloop of war, which Rear-Admiral Hawke dispatched after his taking of the French ships of war in October this year, was so lucky as to fall in with Commodore Legge and his fleet, by which means a great many of the French convoy were intercepted.

MEDITERRANEAN.

THE Austrian General, Brown, caused Antibes to be invested by General Roth, while the British fleet under Vice Admiral Medley bombarded and blocked it up by sea. But after continuing the siege a considerable time, the Austrians were obliged to raise it, and repass the Var, which they did with considerable loss, from one of their bridges giving way while the troops were passing; by which accident they had a great number of men and horses drowned. They assigned as a reason for their retreat, that the weather proving tempestuous the fleet were sometimes driven from before Antibes; so that supplies of provisions in small vessels got into the port; while on the contrary, their supply of provisions was extremely precarious, some vessels laden with provisions for the Austrian army having been wrecked on the coast. The true cause however, was, that Marshall Belleisle had collected a considerable army, and was marching with all expedition to give them battle. As the Genoese recovered their spirits, they sent some troops to Corsica, where they drove the islanders, who were then in arms, and struggling for their freedom, into the interior parts of the country. The Spanish Squadron was blocked up in Carthagena; whereby the trade and supplies for the Spanish army in Italy were greatly interrupted.

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Captain Wellard of his Majesty's ship the Roebuck, being stationed with that ship and some small craft, to protect the islands of St Marguerite and St Honorat, on the coast of Provence, observing some small vessels upon the Plage of Cannes, on the 18th of February sent Captain Veale in a barcolongo, attended by two feluccas, to attempt to destroy them; and they succeeded so well, that, notwithstanding the enemy brought down a large body of troops to oppose the design, our people brought off six vessels, and damaged several others, without losing a man, while the enemy's loss of men was considerable. This little check did not make the enemy desist from their intention of driving the Austrians from the above two islands; as, by the 22d of the same month, they had collected at the same place five or six settees, and many small vessels, in which they were to embark a number of troops, to make a descent on the island of St Marguerite, and to attack the castle. The better to insure success, they had, besides the battery of nine or ten pieces of cannon pointed against the castle on the opposite shore, erected a bomb-battery of four mortars. These, Captain Wellard resolved, if possible, to destroy; and he accordingly proceeded with his ship, the barcolongo, and the two feluccas. As he approached the shore, the enemy turned all their cannon against him, which galled the vessels very much; but bringing his broadside to bear on the batteries, he attacked them with so much vigour, that after a long opposition, he silenced them, and obliged the enemy to retire. The barcolongo received so much damage in her hull, that she was obliged to bear away, being in danger of sinking, which was a great detriment to the undertaking, as, drawing but little water, she could get so close to the enemy's vessels as to do considerable execution. To remedy this defect as much as possible, Captain Wellard ordered his ship farther in, and cannonaded the Plage of Cannes until night came on, when he returned to his station off the islands. In this action, the enemy's vessels received so much damage, that the embarkation was obliged to be postponed: they had a great many men killed and wounded; and so warm a fire did the Roebuck keep up, that their officers were obliged to exert themselves to keep their men at the batteries. On our side, the

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barcolongo had six men wounded. The Roebuck had six men killed, and fourteen wounded: she had thirty shot in her hull; and her masts and rigging were greatly shattered.

The French were extremely anxious to have an experienced officer of rank to take the command of the troops in Genoa, as that city was still threatened with an attack by the enraged Austrians. For this purpose, the Duc de Boufflers had arrived at Toulon, where a considerable embarkation of troops, ammunition and provisions, had taken place on board of forty tartans and small vessels. He was ready to proceed with them the first favourable opportunity, and to throw himself into that city. This expedition put to sea on the 17th of March, having an armed xebecque and a frigate for their convoy; but, next day, the wind blowing hard easterly, when they were off Cape del Mell, they separated; and, falling in soon after with the British squadron cruising off that part of the coast, upwards of a dozen of them were taken. Some were chased into Porto Fin, Porto Especia, and Monaco; and others got back to Toulon with the Duc de Boufflers. The frigate was chased into Genoa by the Phoenix: in short, the whole embarkation was completely dispersed; and more of them would probably have been captured, had not the weather been very foggy, which favoured their escape. Some time afterwards, the squadron being blown off the coast, the Duc de Boufflers seized the opportunity, and in a small vessel got safe to Genoa.

Vice-Admiral Medley dying in Vado Bay, August 5th, the command devolved on Admiral Byng. The Jersey took the St George of eight hundred tons, thirty guns, and one hundred and eighty men, bound from Cadiz to La Vera Cruz, of great value. A Venetian ship from Cadiz for Genoa, having on board a large quantity of Spanish gold, was taken by the squadron.

TRANSACTIONS AT AND NEAR HOME.

THE ill success which had attended the expedition to North America, under M. d'Anville in the preceding year, did not deter the French Administration from persisting in the same plan.

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plan of operations; and they accordingly resolved to make another powerful effort to recover Cape Breton. A strong squadron was equipped for this service early in the spring, and the command given to M. de la Jonquierre, Chef d'Escadre. Nor was this the only scheme they projected this year; for from the favourable reports made to them by M. Dupleix, of their affairs in the East Indies, they resolved to send strong reinforcements to that quarter of the globe, in hopes of completing the conquest of the British settlements on the coast of Coromandel; the command of which was conferred on M. de St George. The better to enable these squadrons to escape from the danger which the superiority of the British navy in the European seas seemed to threaten them with, it was resolved, that they should sail in company for a considerable way before they separated, in hopes, that from their combined strength, they would be able to defeat any force which might be sent out to intercept them.

The equipping of two such armaments, did not escape the notice of the British Ministry; and a strong squadron was sent, under the command of Vice-Admiral Anson, and Rear-Admiral Warren, (See Note 54.), to intercept them. They sailed from Plymouth on the 9th of April, and proceeded to Cape Finisterre, off which they kept cruizing till the 3d day of May, the Cape then bearing S. E. distant twenty-four leagues, when they got sight of the French fleet, consisting of thirty-eight sail. As soon as the enemy discovered the British fleet, nine of their largest ships shortened sail, and drew into a line of battle ahead, while the rest stretched to the westward, with all the sail they could set. Vice-Admiral Anson made the signal for his fleet to form a line of battle; but Rear-Admiral Warren, suspecting that the enemy's design was only to gain time, and that, as soon as the ships they convoyed got to a considerable distance, they would make off, and endeavour to escape under favour of the night, bore down to the Vice-Admiral, told him his suspicions, advising him to haul down the signal for the line, and to hoist one for a general chase. The advice was immediately put in execution; and, about four in the afternoon, the Centurion, Captain Denis, getting up with the sternmost of the enemy's ships, began the engagement. Two of the largest of the French ships bore down to the assistance of the ship attack-

ed; but the *Namur*, *Defiance*, and *Windfor*, soon succoured the *Centurion*, and got into action with five French ships, when a terrible cannonade was kept up by both parties. The *Centurion*, in this conflict, had the misfortune to have her main-top-mast shot away, by which she dropped astern, and for a short time was thrown out of the action; but Captain Denis had his ship so speedily refitted, that he again got up with the enemy, and renewed the battle. Captain Grenville of the *Defiance*, perceiving how vigorously the *Namur* was attacked by several of the enemy's largest ships, bravely went to her assistance. Captains Boscawen and Grenville displayed the greatest bravery, and maintained a very severe combat, till, having disabled their antagonists, they, with the *Windfor*, pushed on to prevent the enemy's van from escaping, leaving the ships they had disabled to be picked up by the ships astern of them, whose Captains were doing all they could to get into action.

In the mean time, Rear-Admiral Warren, in the *Devonshire*, came up with the French Commodore M. de la Jonquierre in the *Serieux*. As he approached, the Frenchman saluted him with a terrible fire, to which he made no return, till he was within pistol-shot; when he opened one so powerful on his adversary, as very soon compelled him to strike his colours. Having taken possession of his prize, he made sail, and soon came up with M. de St George in the *Invincible*, a ship very much superior to his own: she had been roughly handled by the *Namur*, who had shot away her main-top-mast. He immediately attacked that ship with a close and well-directed fire. The Honourable Captain Montagu, in the *Bristol*, bore down to his assistance, and engaged very closely: the *Invincible* was soon silenced, as her men would no longer stand to their guns.

The spirit with which the British Captains fought, cannot be better evinced, than from the following fact:—When the *Bristol* began to engage the *Invincible*, Captain Fincher, in the *Pembroke*, endeavoured to get in between her and the enemy; but not finding room enough so to do, Captain Fincher hailed the *Bristol*, and requested Captain Montagu to put his helm astarboard, or the *Pembroke* would run foul of his ship: To this Captain Montagu replied, “Run foul of

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When the Devonshire and Bristol had fairly silenced the Invincible, Captain Montagu ordered his sails to be set, and went on to a fresh attack, cheering his gallant crew; by saying, in the sportsman style, "Come, my brave boys, we must have another bird of them." He soon after came along-side the Diamant, a ship every way superior to his, but which was endeavouring to make off, and began a most furious attack. The action lasted an hour and three quarters. The enemy's vessel being dismasted, one of their upper-deck guns bursting, and having lost many men, she surrendered. When the Bristol's Lieutenant took possession of the prize, he was astonished at the scene of destruction which presented itself. She was the last of the enemy's ships that submitted; for while Captain Montagu was warmly engaged with the Diamant, the Namur, Defiance, Windfor, Centurion, Yarmouth, Pembroke, and Devonshire, had silenced all the other French ships; so that, as soon as the Vice-Admiral in the Prince George got up to the Invincible, she struck, as did all the rest of the enemy's ships that were in the line, soon after.

At seven o'clock, the Vice-Admiral made the signal to bring to, and detached the Monmouth, Yarmouth and Nottingham in pursuit of the convoy, who then bore W. by S. W. about five leagues distance; having been followed by the Falcon sloop all the time of the action, whose Captain had orders to make signals of the course they steered, to serve as a direction to such ships as the Admiral could send in chase of them. By this means the Vigilante and Modeste of twenty-two guns each, with the Dartmouth, (formerly a British privateer), of eighteen guns, were taken; being the only East India ships that were not in the action. Six others of the convoy were captured by the ships sent in pursuit. Night enabled the rest to get off.

In this battle, the French behaved extremely well, considering the great superiority in men and ships which were against them; but, throughout the whole, the superior seamanship and discipline of the British ships were extremely conspicuous. The enemy had about seven hundred men killed and wounded; among the former was one of their Captains.

M. de la Jonquierre was wounded by a musket-ball, under the blade bones of both his shoulders; and a Captain had both his legs shot off. The British had about five hundred and twenty men killed and wounded. Among the killed was the brave Captain Grenville of the *Defiance*, whose death was esteemed a public loss, and who was most justly lamented by the nation, and the service to which he belonged*. The Honourable

Captain

* The corpse of Captain Grenville was landed in Stokes-bay, near Gosport, May 22d, where it was put in a hearse, and conveyed to the burying place of the family at Wotton, under Barnwood in Bucks. Every honour was paid to the deceased at the landing: all the boats of the squadron attended; and, from the time they left the ship's side, until they reached the shore, minute guns were fired by the whole squadron, who, together with all the rest of the ships of war at Spithead, hoisted their colours half-mast high, on the melancholy occasion.

The Right Honourable Lord Viscount Cobham, uncle to the deceased Captain Grenville, erected an elegant column, ornamented with naval trophies, in his beautiful gardens at Stowe, near Buckingham, to his memory; on the pedestal of which are the following inscriptions:

Sororis suæ Filio

THOMÆ GRENVILLE,

Qui navis Præfectus regiæ

Ducenti classem Britannicam Georgio Anson,

Dum contra Gallos fortissime pugnaret,

Dilaceratæ navis ingenti fragmine

Femore graviter percussio.

Perire, dixit moribundus, omnino satius esse

Quam inertæ reum in judicio sisti.

Columnam hanc rostratam

Laudans et mœrens posuit

COBHAM.

Insigne virtutis, cheu! rarissimæ

Exemplum habes,

Ex quo discas

Quid virum præfectura militari ornatum

Deceat.

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His cousin-german George, the first Lord Lyttleton, wrote the following verses:

"To the memory of Captain Grenville, of the *Defiance* man of war, who was slain in an engagement with the French fleet, May 3d, 1747.

YE weeping Muses, Graces, Virtues, tell,
If, since your all-accomplish'd Sydney fell,

You,

Captain Boscawen was wounded in the shoulder by a musket-ball, but not dangerously.

The Vice-Admiral conducted his prizes to Spithead; of which the following is a list, viz.

Ships.	Guns.	Men.	Commanders.
Le Serieux,	66	556	M. de la Jonquierre Chef d'Escadre.
L'Invincible,	74	700	M. de St George.
Le Diamant,	56	450	M. de Hoquhart.
Le Jafon,	52	355	M. de Beccard.
Le Rubis,	52	328	M. M'Carty.
Le Gloire,	44	330	M. de Saleffe.

Ships belonging to the East India Company, fitted out as ships of war :

Ships.	Guns.	Men.	Commanders.
L'Apollon,	30	132	M. de Santon.
Le Philibert,	30	170	M. de Cellie.
Le Thetis,	20	100	M. de Macon.
Le Dartmouth,	18	50	M. de Penoché.

It was a fortunate circumstance the meeting with the enemy's fleet, before the two squadrons separated; an event which might otherwise have taken place in a few days. The *Invincible*, *Jafon*, East India, and store-ships, were to have proceeded to the East Indies, and all the rest to America.

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You, or afflicted Britain, e'er deplor'd
 A loss like that these plaintive lays record?
 Such spotless honour! Such ingenuous truth!
 Such ripen'd wisdom in the bloom of youth!
 So mild, so gentle, so compos'd a mind,
 To such heroic warmth, and courage join'd!
 He, too, like Sydney, nurs'd in learning's arms,
 For nobler war, forsook her softer charms:
 Like him, possess'd of every pleasing art,
 The secret wish of every female heart:
 Like him, cut off in youthful glory's pride,
 He, unrepining, for his country died.

But, nobler far, and greater is the praise
 So bright to shine in these degen'rate days.
 An age of heroes kindled Sydney's fire:
 His inborn worth alone could GRENVILLE'S deeds inspire.

The money found on board the ships of war, amounted to upwards of 300,000 l. It was put into twenty waggons, and conveyed to London, and went, in grand military procession, quite through the city, amidst the acclamations of many thousand people, to the Bank, where it was lodged. Vice-Admiral Anson waited on his Majesty, who received him in the most gracious manner, saying to him, "Sir, you have done a great service. I thank you; and desire you to thank, in my name, all the officers and private men for their bravery and conduct, with which I am well pleased." On the 13th of June, his Majesty was pleased to create Vice-Admiral Anson a peer of Great Britain, by the title of Lord Anson, Baron of Soberton, in the county of Southampton. Rear-Admiral Warren was honoured with the Military Order of the Bath. The ships of war, and Thetis East India ship, were all purchased by Government, and added to the Royal Navy. The Lords of the Admiralty changed the name of the *Serieux* to the *Intrepid*, and that of the *Diamant* to the *Ifis*.

The Ministry, at this time, luckily fell on a method of obtaining better information respecting the operations of the Navy, and exerted themselves with a vigilance which was very agreeable to the whole nation. Soon after the sailing of Admirals Anson and Warren, a squadron was sent out under the command of Captain Fox, of his Majesty's ship the *Kent*, (See Note 55.) with a design to intercept M. du Bois de la Mothe, who was escorting, with four ships of war, a very large fleet of merchant ships from the West Indies. Captain Fox came to his station the 9th of April, and continued cruizing there till the 20th of June. Being then in latitude 47. 18. North, Cape Ortegal in Spain bearing S. E. one hundred and forty-six leagues distant; at four in the morning, he got sight of the long expected French fleet. He soon after counted upwards of one hundred and seventy sail. Captain Fox crowded all the sail he could set, in pursuit of the ships of war; but being clean ships, they went much faster under top-sails than his could do with every sail set, being foul from their long cruize. M. du Bois de la Mothe's force consisted of one ship of seventy-four, one of sixty-four, one of fifty-four,

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La St A
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N. D.
St Mal
Charlot
St Clar
Martha
Europa
L'Esper
Necessa
St Mat
Famille
La Rein

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ty-four, and one of thirty-six guns. He guarded the rear of his convoy; but, towards night, the British were only two leagues astern of him. On the 21st, the chase was renewed. About five in the evening, a favourable breeze of wind taking Commodore Fox's squadron, they were coming fast up with the enemy; on which the French Commodore set all his sail, and made off, making a signal to his convoy to shift for themselves. The French fleet, on this, dispersed, and were much beholden to thick weather, otherwise few of them could have escaped.

A List of the French St Domingo Fleet taken.

Ships Names.	Tons.	Men.	By whom taken.
La Marie Sufanne	120	15	Kent.
La Fortune,	150	27	
L'Esperance,	400	66	
Le Jeune Isaac,	300	27	
L'Industrie,	200	17	Advice.
La Flora,	320	28	
Le Vainqueur,	200	23	
Le St Esprit,	500	130	
L'Atlas,	380	44	Lion.
Verge de la Garde,	300	27	
Le Pontcaru,	350	29	
Le Magnifique,	100	12	
Le Pere de Famille,	160	13	Oxford.
La St Anne,	96	7	
Le San,	150	8	
N. D. de Grace,	400	44	
St Malo,	370	36	Eagle.
Charlotta,	150	24	
St Clare,	100	20	
Marshall de Saxe,	120	22	
Europa,	350	30	Hector and Dolphin fire-ship.
L'Esperance,	120	20	
Necessaire,	450	65	
St Mathiew,	380	34	
Famille,	190	13	
La Reine d'Anges,	175	20	
Carry over,	6431	801	

Ships Names.	Tons.	Men.	By whom taken.
Brought forward,	6431	801	
La Belle Judith,	120	24	Of these were taken by the Kent, Lion, - - - Gloucester, - - - Falcon sloop, - - - Lieutenant Storack of the Gloucester, command- ing the St Clare pri- vateer, taken by the Falcon sloop, - - - Admiral Warren's Squa- dron, - - -
Duc de Villeroy,	250	26	
Parfait,	350	40	
Justice,	270	25	
Les Deux Sœurs,	150	22	
St Joseph,	120	11	
Matharicelle,	260	26	
Société	230		
Le Vigilant,	230	29	
Le Louisbourg,	135	13	
L'Aimable Martha,	300		
Le Neptune,	150	18	Hampton Court.
Le Claffar,	130	20	
*La Laurieta,	130	20	
La Catherine,	135		
Le Printemps	300		
Le Petit Fond,	100	19	
La Reine Marie,	180	21	
La Paix,	250	23	
Le Triomphant,	300	35	
Le Charles August,	350	17	
La Reine,	180	17	Advice.

Total, 16,051 1197

The men belonging to the prizes marked thus *, left their ships. The above were laden with sugar, indigo, cotton, coffee, and hides.

M. du Bois de la Mothe and his squadron arrived at Brest on the 26th of June; and the rest of the merchant ships ran into Brest, Nantz, and other ports, having, in the thick weather, got clear of Rear-Admiral Warren's squadron, who returned to Plymouth about the 1st of August.

Information having been received, that the enemy were collecting a great number of merchant ships in Basque road, near Rochelle, for the West Indies; and that a strong squadron of ships

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ships of war had sailed from Brest to escort them to their different destinations, it was resolved, if possible, to intercept them. For this purpose, Rear-Admiral Hawke was dispatched with fourteen sail of the line, (See Note 56.) and some frigates. He sailed from Plymouth on the 9th of August. The French fleet sailed from the Isle of Aix on the 6th of October. On the 14th, at seven in the morning, in latitude 47. 49. N. and longitude 1. 2. W. of Cape Finisterre, they fell in with the British squadron, when the Edinburgh made the signal for seeing seven sail in the south-east quarter; upon which Rear-Admiral Hawke immediately made the signal for the whole fleet to chase. About eight, he saw a number of the enemy's ships, but so crowded together, that it was impossible to count them. A great number of them, however, appearing to be large, at ten he made the signal for forming a line of battle ahead. The French Commodore, when he got sight of the British squadron in chase with all their sails set, at first mistook them for some of his convoy, who had separated from him in the night: but, no sooner did he discover his error, than he made the signal for the merchant ships to make the best of their way. He did not leave them wholly unprotected, as he sent the *Content* of sixty-four guns, belonging to the East India Company, and several large frigates, along with them. He next directed his attention to the line of battle ships, to whom he made the signal to form a line of battle ahead: the *Intrepide*, *Trident*, and *Terrible* composing the van; the *Tonnant* and *Monarch* the centre; and the *Severn*, *Fougueux*, and *Neptune*, the rear. M. de Letendear saw that it was of the utmost importance that his fleet should form the line immediately; but, regarding the safety of his convoy as his principal concern, he was under the necessity of leaving large spaces for the merchant ships to pass through; so that a considerable time elapsed, before the ships of war could close the line, agreeable to order.

In the mean time, Rear-Admiral Hawke with his fleet approached the enemy very fast; and finding that M. de Letendear's design was to favour the escape of his convoy, he hauled down the signal for the line of battle, and made the signal for a general chase. In half an hour afterwards, judging the headmost ships had got within a proper distance of the enemy, he made the signal to engage, which was instantly complied with by the

Lion and Princess Louisa, the two headmost ships, who began the action about a quarter before twelve, passing through a terrible fire, from the rear to the van of the French, who had the weather-gage, and were well prepared to receive the British ships. The Tilbury, Eagle, Windsor, Monmouth, Yorkmouth, and Edinburgh, presently seconded the two first ships with the greatest bravery. Rear-Admiral Hawke received several shot before he could get near enough to engage the Severn, which he soon silenced, leaving that vessel to be picked up by the frigates astern. The Admiral at this time perceiving the Eagle and Edinburgh to be somewhat disabled by the Tonant, kept as near the wind as possible, in order to assist them; but in this design he was frustrated, by the Eagle's falling twice on board of the Devonshire, having had her wheels shot to pieces, all the men at it killed, and all her braces and bowlings gone. This unfortunately forced the Rear-Admiral to leeward, and prevented his attacking either the Monarch or Tonant, within a proper distance to do any execution. He however attempted both, especially the latter; but while he was engaged with her, the breechings of all the lower deck guns of the Devonshire broke, and the guns flew fore and aft, which obliged her to shoot ahead, because her upper and quarter deck guns could not reach the Tonant. Captain Harland in the Tilbury, observing that the Tonant fired single guns at the Devonshire, with a view to dismast her, tacked and stood in between her and the Devonshire, pouring into the Tonant a very smart fire. By this time the new breechings were all seized on board of the Devonshire, and the Rear-Admiral got again into action, by attacking the Trident very closely, whom he soon silenced. At this time, observing the Kent a little astern of the Tonant, who had lost her main-top-mast, he threw out a signal to Captain Fox, to make sail ahead, and engage her; but, unluckily this signal was misunderstood, and the service was not performed. The Admiral perceiving some of his squadron not so closely engaged as he could have wished, made the signal for coming to a close engagement; and soon after the Devonshire got very near the Terrible, who was forced to surrender about seven o'clock in the evening; the Trident having struck a little before. All the Captains who had the good

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fortune to bring their ships into action, behaved with great intrepidity, particularly Captain Saunders in the Yarmouth, who lay two hours close along side the Neptune, whom he forced to strike about four o'clock, all her masts being shot away, her Captain and one hundred men killed, and one hundred and forty wounded. About five o'clock, the Monarch, the Fougueux, and Severn surrendered.

The Count de Vaudreuil, Commander of the Intrepide, behaved with great spirit and conduct, in the heat of the battle. Perceiving how desperately his Admiral in the Tonant was beset, he tacked and went to his assistance, passing through the midst of the British ships, and receiving a dreadful fire. Having got close to the stern of the Tonant, he warmly engaged the ships that were attacking her. Finding that six of their ships had been obliged to submit, and night coming on, their only chance of not sharing the same fate, was to set all the sail they could, and to endeavour to escape. This was not unperceived by Captain Saunders of the Yarmouth; who, enraged at seeing the French Admiral, with the Intrepide, getting away, proposed to Captain Saumarez of the Nottingham, and Captain Rodney of the Eagle, who were within hail, to follow them.

Nothing could be more agreeable to these two gallant officers; and the measure was no sooner proposed, than immediately put in execution. They came up with the flying Frenchmen, and the three British ships engaged them near an hour: but Captain Saumarez being unfortunately killed by a shot from the Tonant, the Nottingham hauled her wind, which gave the enemy an opportunity of escaping. They altered their course in the night; and, next day, the Intrepide was obliged to take the Tonant in tow. Afraid to steer towards Brest, lest they should be pursued and overtaken, they took a N. W. course, until they got about one hundred leagues west of Ushant, a track not much frequented, where they lay to, and repaired their damages, which were very considerable, in the best manner they were able, and then proceeded to Brest. M. de Letendur was much wounded in the battle; and his Captain, M. du Chaffaut, (of whom we shall have occasion to speak again) was wounded in the face. Both ships were much damaged, and had a great many men killed and wounded.

As soon as it became dark, Rear-Admiral Hawke brought to with his fleet for the night; and, early next morning, called a Council of war, when it was judged improper to send any ships in pursuit of the convoy, considering the strong escort they were under; and that the best sailing vessels of the British squadron were much disabled by the action of the preceding day. It was resolved, however, to victual the Weasel sloop, and dispatch her to Commodore Legge, at the Leeward Islands, that he might endeavour to intercept the French merchant-ships and their convoy: by which prudent measure, a considerable number of them were taken. The enemy's force was as follows:—

Ships.	Guns.	Men.	Commanders.
Le Tonant,	80	— 822	{ M. de Letendeur Chef d'Escadre. Capt. M. du Chaffaut.
L' Intrepide,	74	— 686	Count de Vaudreuil.
Le Terrible,	74	— 686	Count du Guay.
Le Monarch,	74	— 686	M. de Bedoyerre.
Le Neptune,	70	— 686	M. de Fromentiere.—Killed.
Le Trident,	64	— 650	M. D'Amblimont.
Le Fougueux,	64	— 650	M. Duvigneau.
Le Severn,	56	— 550	M. Durouret.
		556 — 5416	

Of these, the two first escaped, but all the rest were taken.

M. de Fromentiere, the Captain of the Neptune, was killed in the action; in which the enemy had about eight hundred men killed and wounded. The loss of the British amounted to one hundred and fifty-four men killed, and five hundred and fifty-eight wounded. Amongst the former, was the brave Captain Saumarez, of the Nottingham, most deservedly lamented; and to whose memory a plain monument is erected in Westminster Abbey. He served as a lieutenant under Lord Anson, in his expedition to the Pacific Ocean.

It reflects the highest honour on that nobleman, that all the officers formed under his example, and raised by his influence, approved themselves, in all respects, worthy of the commands

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to which they were preferred *. And it is not a little remarkable, that, of the fourteen Captains commanding the line of battle ships in this action, two were successively made Commissioners of the Yard at Chatham †; and that ten arrived at the rank of Admirals ‡.

As the prizes were all dismasted except two, and as they had only their fore-masts left ||, it took up some days before they were repaired, so as to be able to make sail for England; but, on the 31st day of October, Admiral Hawke, with his squadron and prizes, arrived at Portsmouth.

The Admiral soon after waited on his Majesty, from whom he met with a most gracious reception, and was soon after honoured with the Order of the Bath. All the prizes, except the Neptune, were purchased by Government, and added to the Royal Navy.

It is universally allowed, that, in this sea-fight, the French Captains behaved with great courage and conduct; but, in the account given of the battle in the French Gazette, the strength of the British fleet is exaggerated to twenty-three sail of the line; and the quantity of powder, of great and small shot, said to be expended by the enemy, is great beyond all possibility of belief. These, and their account of the courage displayed on
this

* Smollet's Continuation of the History of England, Vol. III.

† Scott and Hanway.

‡ John Moore, T. Cotes, H. Harrison, Charles Saunders, Charles Watson, George Bridges Rodney, (now Lord Rodney) John Bentley, Robert Harland, Philip Durell, and Charles Stevens.

§ The gallant Admiral Hawke, for whom his late Majesty had a great affection, said, in his official letter, "As the enemy's ships were large, except the *Severn*, they took a great deal of drubbing." His late Majesty, who never attained the English language to any degree of perfection; whilst the Admiral's dispatches were reading to him, asked the Earl of Chesterfield the meaning of the word *drubbing*. At this instant the late Duke of Bedford, at that time First Lord of the Admiralty, entering the closet, his Lordship begged leave to refer his Majesty to his Grace, as he could explain it perfectly. The king, who had heard of the story alluded to, laughed most heartily; and said he now understood the meaning of the word very well. His Grace having, a short time before, been at Litchfield races, a fracas ensued between two parties in opposite political interests, in which the Duke of Bedford received a drubbing. He was rescued by the late Richard Rigby, Esq; which proved a fortunate event to Mr R., being the foundation of his political fortune.

this occasion, are strong characteristics of the excessive vanity of the French nation.

Admiral Hawke, in his official letter, having complained of the conduct of Captain Fox, of the Kent, in the action of the 14th of October, and having requested that the same might be enquired into by a Court-martial; that Court was assembled at Portsmouth, on the 25th of November, of which Sir Peter Warren was president; and Rear-Admirals Osborn, Forbes, and Chalmers; and Captains Martin, Parry, Harrison, Brett, Jelfe, Keppel, De l'Angle, West, Denis, and Pratten, were members. The charge exhibited against Captain Fox, was, That he did not come properly into the fight, nor do his utmost to engage, distress, and indamage the enemy; nor assist his Majesty's ships who did.

The witnesses in support of the charge, were, Captain Watson of the Princess Louisa, Captain Cotes of the Edinburgh, Captain Saunders of the Yarmouth, and Captain Rodney of the Eagle; which last declared, That he was engaged between two fires, when Captain Fox could have easily come to his assistance, but did not. The evidences for the Captain were numerous; and all of them agreed, that his personal courage was not wanting in the day of battle. The evidence against him, swore, that the Kent did not engage, but at a great distance. The evidence in favour of Captain Fox proved, that the Kent engaged the Fougueux, three quarters of an hour, within musket and pistol-shot, till she struck to her: that then the Kent forged ahead; her braces, preventers, and hoppers, being all shot away. It appeared, that Captain Fox's First Lieutenant, and Master, were the sole cause of his leaving the Tonant, by confidently asserting, that the Admiral's signal was out for the Kent to come to his assistance, (while its real intention was for the fleet to come to close engagement*); and that when he bore away to the Admiral, he cried out with regret, "What a pity it is that I must leave this ship before she has struck!"

The trial ended the 22d of December; and the Court were of opinion, that part of the charge was proved, namely, That he had been guilty of backing his mizen-top-sail, and leaving the Tonant, contrary to the tenth and eleventh articles of war.

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* This, and many more instances will be given, of the absolute necessity there is for a regular and clear system of signals being established.

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They acquitted him of cowardice: but, because he paid too much regard to the advice of his officers, contrary to his own better judgment; their sentence was, That he be dismissed from the present command of the Kent. Captain Fox had been made a Captain, the 6th of August 1737; and, until the present fight, his character stood very fair in the Navy. His Majesty continued him on the list of Captains; and, in August 1749, he was placed on the list of superannuated Rear-Admirals. He died in February 1763.

While Admiral Sir Peter Warren was cruising off Cape Finisterre, on the 22d of June, he received information from the Captain of a small British privateer, that, on the 17th and 18th, he had chased fifteen or twenty small coasting vessels, laden with naval stores for the King of Spain, into Sediere, a small port to the west of Cape Ortegal; and he thought that they might be easily destroyed or taken. The Admiral dispatched the Viper sloop of fourteen guns, commanded by Captain (now Admiral) Roddam, and the Hunter dogger, with the privateer, on this service. Captain Roddam standing into the bay, got close to the place; and, with great resolution, cannonaded a small battery, dismounted the guns, and, two days afterwards, rejoined the Admiral with a small Spanish privateer, and five little barks, laden with iron, rosin, &c. He at the same time burnt twenty-eight more of the same sort, which he could not conveniently bring away; dismantled the battery, and rendered its guns unserviceable.

Admiral Warren testified the highest approbation of this service; and sent Captain Roddam to England with his dispatches to the Lords Commissioners of the Admiralty, who were pleased to promote him to the command of his Majesty's ship the Greyhound for his gallant behaviour.

The Admiral, on the 21st, steering with his Squadron for Cape Finisterre, gave chase to ten sail; six of them being nearer the land than the other four. He soon came up with the latter; which proved to be his Majesty's ships the Prince Frederick, Bristol, and Centurion, with a Portuguese brig they had spoke with. He continued the pursuit of the other six, and chased them into a little bay, to the windward of the island of Sisarga; where the French ships anchored very regularly, not imagining that the British ships would there molest them.

them. Soon finding their mistake, however, they cut their cables, and ran ashore, setting fire to a very fine brig, and to *L'Etoile*, a ship of war of forty-six guns, and four hundred men, from Port Louis, which blew up before the boats of the squadron could get on board. The next day, the other four were got off by the Monmouth, Portland, and Ambuscade, having received little or no damage, and proved very valuable prizes.

On the 7th of July, the squadron took a Spanish packet-boat, bound from Ferrol to the Havannah; and, on the 8th, chased and drove ashore a large French frigate, about eight leagues to the westward of Cape Pinas. She appeared to carry thirty-six or forty guns: to prevent her falling into our hands, her crew set her on fire.

On the 27th, they took the *St Antonio*, a French outward bound East India ship, of five hundred tons, sixteen guns, and one hundred men, laden with stores and provisions.

His Majesty's ships, the *Warwick* of sixty guns, and the *Lark* of forty-four guns, commanded by Captains Erskine and Cruikshanks, having under their convoy the trade bound for North America; on the 14th of July, when off the Azores, fell in with the *Glorioso*, a Spanish ship of war, of seventy guns, and seven hundred and fifty men, from the Havannah for Spain, having treasure and plate on board, to the amount of 1,300,000*l*. Captain Erskine, (in the *Warwick*), who was the junior officer, without orders, or consulting with Captain Cruikshanks, gave chase; and coming up with the *Glorioso*, fought her with the greatest bravery, until his ship was entirely disabled. It is to be lamented, that the Captains did not make a joint attack upon the *Glorioso*; as, in that event, she must, in all probability, have been taken. But, by the impetuosity of the one Captain, and unlucky tardiness of the other*, the Spaniards escaped; who, after disabling the *Warwick*, made all the sail they could, reached Ferrol, and there landed the treasure and plate.

From thence she sailed for Cadiz; but, on her way thither, on the 7th of October, she fell in with the *King George*, Prince Frederick, Duke, and Princess Amelia privateers. The two former engaged her for near three hours, but were so much disabled,

* Captain Cruikshanks has published an account of this action, in which he makes Captain Erskine to blame.

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abled, that they were obliged to haul off. All of them, however, kept her company; and next day they saw two large sail in chase. The first that came up with the Spaniard, was his Majesty's ship the Dartmouth, of fifty guns, commanded by Captain Hamilton, a truly brave young man; who, disregarding the great superiority of the enemy's strength, immediately attacked the Glorioso, at one in the afternoon of the 8th; but, in the heat of the action, about half past three o'clock, his ship unfortunately blew up. The Prince Frederick privateer being the nearest vessel, put out her boats, but could only save Lieutenant O'Brien, and eleven foremast-men; the rest, with their brave Captain, perished.

The other large ship, which proved to be the Russel of eighty guns, commanded by Captain Buckle, got up, about one in the morning of the 9th, and engaged the enemy very closely until six o'clock, when a shot carrying away the Glorioso's main-top-mast, she struck. She was commanded by Don Pedro Messia de la Zeeda; had seventy guns mounted, and seven hundred men on board, of whom twenty-five were killed, and many wounded. The Russel had only four hundred men on board when the action began, twenty of whom were sick; she had twelve men killed, and several wounded. The privateers had six men killed, and many wounded.

The Grand Turk, Captain Kerby, took, after a smart engagement, the Terragone privateer of St Malo, of twenty-four guns, and one hundred and twenty men.

The Edinburgh, Eagle, and Nottingham, took the Bellona of Nantz, bound for the East Indies, of thirty-six guns, and three hundred and forty men. She was purchased by Government, and added to the Royal Navy.

The Falkland, Captain Barradel, took the Tyger privateer of St Malo, of twenty-six guns, and two hundred and twenty men.

The Amazon and Grand Turk, took the Loup privateer of St Malo, of eighteen guns, and one hundred and ten men; formerly his Majesty's sloop of war, the Wolf.

The Hampton-Court, Captain Mostyn, in company with some other ships, took the Comte de Lowendahl privateer of Dunkirk, of twenty guns, and one hundred and seventy-five

men; also the Neptune of Rouen, from Martinico. And in December, they made a prize of the Grand St Juan privateer of St Sebastians, of twenty guns, and two hundred and twenty men; with the Thetis, a privateer of Bayonne, of eighteen guns, and two hundred and forty-five men.

The Squadron under Admiral Anson, took the Mary Magdalene privateer of St Malo, of twenty-six guns, and three hundred and four men. She had on board fifteen ransomers for prizes she had taken.

The South Sea Castle, and Solebay, commanded by Captains Craven and Vaughan, being on a cruize off Cape Clear, retook the Lewis snow, from Ireland to the West Indies, which had been taken by a French privateer, retaken by a British letter of marque, and again taken by a Spanish privateer: also the Prophet Royal of eight guns, homeward bound from Cayenne, and the Alexander privateer of Bayonne, of twenty carriage-guns, twenty swivels, and two hundred and forty men: retaking likewise a brig from Liverpool.

The Surprise, Captain Webb, and Jamaica sloop, Captain Arbuthnot, took, after a desperate engagement of seven hours, the Superbe, of six hundred and fifty tons, thirty-six guns, nine and twelve pounders, and one hundred and thirty-six men, bound from St Malo for Cadiz and the South Sea, valued at 70,000 l. The enemy had twenty-eight men killed, and thirty-seven wounded. The Surprise had five men killed, and seven wounded. The Jamaica had only one wounded.

The Gloucester, Captain Durell, took the Two Crowns, a privateer of St Malo, of twenty-four guns, and two hundred and seventy-six men. She also took the St Clair, a French privateer of twenty-two guns.

The Maidstone, the Honourable Captain Keppel, took the Revenge privateer of Granville, of twenty-two nine pounders, and two hundred and thirty men. He also took several French West India ships; but, in chasing a French privateer on the coast of Bretagne, in the month of August, the Maidstone struck on a rock, and was lost. The Captain and crew were made prisoners, and sent to Nantz.

The Falcon sloop, Captain Campbell, in company with the Gloucester, took, after a smart action, the Lightning priva-

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teer of Bayonne, of twenty-four guns, and two hundred and sixty-five men.

The Flamborough and Rose, commanded by Captains Porter and John Montagu, took, in the North seas, the *Louis XV.* and the *St David*, two stout French privateers; also two small French privateers, with ransomers on board, to the amount of 2405 l. and one hundred prisoners.

Admiral Hawke having given the command of the *Viper* sloop to Lieutenant Robert Hay, in room of Captain Roddam promoted, he soon after fell in with, off Ushant, the *Hector*, a French South Sea ship, of six hundred tons, twenty-eight guns, and fifty-six men, when, after a bloody engagement of an hour and a half, she struck; Mr Hay, and most of his officers being killed. There were found treasure and plate on board to the amount of only between 6000 and 7000 l.; she having landed about 200,000 l. at the Canaries.

The *Bellona*, the Honourable Captain Barrington, on the 18th of August, about three leagues west of Ushant, took, after an action of two hours and a half, the *Duc de Chartres*, a French outward bound East India ship, of seven hundred tons, thirty guns, and one hundred and ninety-five men, laden with provisions and military stores to a great amount.

The *Dover*, Captain Shirley, took, after a sharp engagement, on the 13th of September, the *Renommée*, a French ship of war, of thirty-two guns, and three hundred men, having on board M. de Conflans, going to his government of St Domingo. She was purchased, and added to the Royal Navy. He also took, after an engagement of three hours, the *Jean Frederic* privateer of St Malo, of twenty-two guns, and two hundred and twenty men.

The *Hampshire*, Captain Daniel, took the *Castor*, a French frigate of twenty-eight guns, and two hundred and eleven men: she was one of M. de Letendeur's Squadron, but having parted company the night of the engagement, was returning to Brest. Also, the *Heureux*, a privateer of Bayonne, of sixteen guns, and one hundred and sixteen men.

The *Hampshire*, in company with the *Bridgewater*, Captain Thomas Knowler, took the *Tourterelle*, a privateer of Granville, of fourteen guns, and seventy-four men.

The Bridgewater took, after a close engagement of two hours, the Jason privateer of Bayonne, of sixteen eight-pounders, (but pierced for twenty) and two hundred and seven men. The Captain of the privateer, and twenty-four of his men, were killed, and thirty-five wounded. The Bridgewater had two men killed, and eight wounded.

The Fly sloop, Captain Patrick Baird, took, after an obstinate engagement, the Happy Return, a dogger privateer of Honfleur, of ten carriage, and six swivel guns, and eighty-five men. Captain Baird was badly wounded in the thigh by a double-headed shot, and his chief mate was killed. For Captain Baird's gallant behaviour, he was promoted to the command of the Rainbow.

The Fortune sloop, of ten carriage and fourteen swivel guns, and one hundred and ten men, commanded by Captain Edward Jekyl, stationed to protect the fishing off Yarmouth, was chased, on the 2d of June, ten leagues east of Yarmouth, by five French privateers, viz. the Charron, of ten guns, eight swivels, and eighty-five men; the Subtile, of eight guns, eight swivels, and ninety-five men; the King David, of four guns, six swivels, and fifty men; the Fly, of four guns, eight swivels, and thirty-six men; and the St Louise, of four guns, six swivels, and forty men. Captain Jekyl stood from them till he had got the sloop ready for action, then tacked and weathered them; on which they all ran away different courses. He pursued the Charron, being the largest; and, after a chase of nine hours, took her. Captain Jekyl was soon after promoted to the command of the Lion.

The Centurion, Captain Peter Denis, escorting some homeward bound East India ships, and the trade from Lisbon; on the 19th of October, fell in with seven sail of the French West India fleet, which had fled from Admiral Hawke, and took three of them. On the 20th, he saw eight more of the same fleet, of which he took four: and, on the 30th, he took a British vessel coming into Morlaix.

The British privateers, this year, were not less successful than the ships of war. Their principal captures were:—The Kingston, Cumberland, and Hardwicke privateers, under the command

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command of Commodore Acton, who took a Dutchman from the Canaries, having on board 60,000 l. (part of the money landed there by the Hector, before she was taken by the Viper sloop), also four hundred hogsheds of sugar.

The Prince of Orange privateer, took the Maria Catherina from the Canaries for Hamburgh, with sixty thousand ducats of the above-mentioned treasure.

The Royal Family privateers, under the command of Commodore Walker, took two rich Spanish galleons, outward bound. One of them, called La Nympha, mounted thirty-six guns, had a crew of three hundred and fifty men, and was valued at 180,000 l. This vessel had the misfortune to be wrecked in a violent gale, on the coast of Suffex; but the treasure and valuable effects were saved.

The Tyger and Tygres privateers of Bristol, the former of which was commanded by Captain Seix, fell in with the Conquerant, a Spanish privateer of twenty guns, and two hundred and twenty men; and two French privateers, one of twenty-six, and the other of twenty guns; whom, after a desperate engagement, they compelled to strike. The merchants of Bristol presented Captain Seix with a valuable piece of plate for this important service.

In the course of this year, the losses sustained by the British navy, were very trifling; amounting only to the capture of the Hornet sloop of war, and the Louisburg fire-ship. This last was commanded by Captain De la Motte, who made a most gallant resistance, and who was dangerously wounded in the action.

The Whitehaven sloop of war, commanded by Captain Scroop, accidentally took fire, off the coast of Ireland, and was consumed: the crew, except seventeen, saved themselves in the boats.

In July, the Maidstone, commanded by the Honourable Augustus Keppel, having sailed too near the French coast in pursuit of a privateer, struck on a rock, and was wrecked. The crew were saved, and carried prisoners to Nantz.

The following is an exact state of the number of prizes taken by the Spaniards, French, and British, in America, &c. and

and Europe; in which are included, ships of war and privateers.

				<i>Ships.</i>
Taken by the Spaniards in America,	—	—	89	
Ditto, in Europe	—	—	42	
			—	131
Ditto, by the French in America and Asia,			194	
Ditto, in Europe,	—	—	226	
			—	420
				—
Total by Spaniards and French,				551
				—
Taken by the British in America from the Spaniards,	—	—	—	55
Ditto, in Europe,	—	—	—	36
				—
				91
Ditto, from the French in America,	—	—	143	
Ditto, in Europe,	—	—	413	
			—	556
				—
Total from the Spaniards and French,				647
Number taken by ditto,				551
				—
Balance in favour of the British,				96

Exclusive of upwards of fifty barks taken and destroyed.

1748.

THE Ministry, from several wise considerations, having advised his Majesty to exercise his prerogative, by dissolving the Parliament twelve months sooner than the time of its legal dissolution; this was accordingly done, June 8th 1747, and a new Parliament immediately summoned. The great naval victories gained over France in the course of last year, did not make Administration the less desirous of peace, whenever it could be obtained on fair and equitable terms. Sir John Li-

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gonier, who was made a prisoner at the battle of La Felt, being introduced to Louis XV. the King expressed a strong desire to conclude the war, in which his naval strength had suffered much, and in which many of his commercial subjects had been ruined. A congress was soon after agreed to be held at Aix-la-Chapelle; and his Majesty appointed the Earl of Sandwich, and Sir Thomas Robinson (afterwards Lord Grantham) to be his Ministers Plenipotentiaries there; and as all the Belligerent Powers seemed fraught with pacific dispositions, and heartily tired of the war, no doubt was entertained but that their negotiations would be attended with success, and peace speedily restored to Europe.

The new Parliament met, after several prorogations, on the 10th of November; and the Commons being commanded by the King to choose a Speaker, and present him on the 12th; they, on that day, presented Arthur Onslow, Esq; as their Speaker. His Majesty, after signifying his approbation of their choice, made a speech to both Houses, in which he congratulated them on the successes of his Navy over that of his enemies; but informed them, that the operations of the campaign in the Low Countries had not ended in an equally fortunate manner: that the alteration made in the form of government in the United provinces, would be productive of the most salutary effects to this country: that a congress would soon be opened at Aix-la-Chapelle, to concert the means of restoring a general peace; and that the sure means of obtaining good terms, and of preventing any power whatever from dictating conditions to us, was, to be ready to carry on the war with vigour, in case our endeavours to restore peace should prove ineffectual.

The addresses returned by both Houses, were loyal and proper; the voice of opposition was scarcely heard; and the powerful aid Administration received from Mr William Pitt, and Mr George Lyttleton, made all their measures proceed with facility in the House of Commons, who, this year, displayed a liberality in their grants, that must have given all Europe a very grand idea of our resources, especially after being engaged in an expensive war for more than nine years.

In the course of this Session of Parliament, there was voted 3,080,000 l. for forty thousand seamen for the current year, including

including ordnance for the sea service; 208,827 l. 9 s. 9 d. for the ordinary of the Navy, &c.; 10,000 l. to Greenwich Hospital; 10,000 l. towards building a naval hospital near Gosport; 91,496 l. 16 s. 3 d. for freight of transports last year; 1,000,000 l. towards paying off the Navy debt; 507,629 l. 17 s. 2 d. for the office of ordnance for land service, and for extraordinary expence of the office of ordnance for land service, not provided for by Parliament; 1,267,376 l. 15 s. 9 d. for the payment of forty-nine thousand nine hundred and thirty-nine land forces; 35,034 l. 14 s. 1 d. for the payment of the land forces in garrisons and plantations; 106,089 l. 19 s. 7 d. for the payment of eleven thousand five hundred and fifty marines; 1,743,315 l. 14 s. 7 d. for the payment of subsidies to the Empress Queen of Hungary, the Empress of Russia, the King of Sardinia, the Electors of Mentz and Bavaria, and for the forces of Hanover, the Landgrave of Hesse-Cassel, and the Duke of Brunswick-Wolfenbuttle; 500,000 l. to his Majesty upon account, for enabling him to carry on the war. The sums granted by Parliament this Session, amounted to 9,660,168 l. 18 s. 4 d., and this exclusive of the sum of 235,749 l. 2 s. 10 d. for reimbursing the expences incurred by the American Colonies in taking the island of Cape Breton in 1745 *. Such was the flourishing state of the British finances, that Parliament voted 20,000 l. to complete Westminster Bridge, and 152,037 l. 12 s. 2 d., to make reasonable and ample satisfaction to the several proprietors of heritable jurisdictions and offices in Scotland; making the sum granted by Parliament, this year, amount to 10,067,955 l. 13 s. 4 d.

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	L.	s.	d.
* To the province of Massachusset's Bay,	183,649	2	7
New Hampshire, — — —	16,355	13	4
Colony of Connecticut, — — —	28,863	19	1
Rhode Island, — — —	6,332	12	10
To James Gibson, Esq; — — —	547	15	0
	L. 235,749	2	10

With the above money Rear-Admiral Sir Peter Warren, K. B. and Mr Bollan, agent for the New England colonies, purchased 650,000 ounces of foreign silver coin, and ten tons of copper, and sent them to Boston in New England in the Mermaid ship of war, Captain Montagu, in July 1750.

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VOL. I.

The Earl of Chesterfield, that ornament to his country, was, on account of his loss of hearing, necessitated to resign the seals as Secretary of State; and in this office he was succeeded by the Duke of Bedford, whose place of First Lord of the Admiralty was bestowed on the Earl of Sandwich; and the Earl's seat at the Admiralty Board given to the Honourable John Stanhope. In May, his Majesty was pleased to order a promotion of flag-officers, which, with those already on that list, made the Admirals rank in the following order:

Admiral of the Fleet.

Sir John Norris, Knt.

Admirals of the White.

Sir Chaloner Ogle, Knt.

James Steuart, Esq;

Hon. George Clinton.

*William Rowley, Esq;

Admirals of the Blue.

William Martin, Esq;

Isaac Townsend, Esq;

*Lord Vere Beauclerk

*George Lord Anson.

Vice-Admirals of the Red.

*Perry Mayne, Esq;

*Sir Peter Warren, K. B.

*Hon. John Byng.

Vice-Admirals of the White.

*Henry Osborne, Esq;

*Hon. Fitzroy Henry Lee.

*Thomas Smith, Esq;

Vice-Admirals of the Blue.

*Thomas Griffin, Esq;

*Sir Edward Hawke, K. B.

Rear-Admirals of the Red.

*William Chambers, Esq;

*Charles Knowles, Esq;

Rear-Admirals of the White.

*Hon. John Forbes.

*Hon. Edward Boscawen.

Rear-Admiral of the Blue.

*Charles Watson Esq;

Those marked thus *, were the Admirals promoted on this occasion.

Many of the most valuable prizes taken from the French and Spaniards this war, were insured at London. This was of the greatest prejudice to Great Britain; and had proved the sole cause of preventing the enemy's commerce from being in a great measure annihilated, and a total bankruptcy from taking place among their merchants; circumstances, which, however severe on individuals, might perhaps have compelled both nations much sooner to seek for peace than they did.

In the course of this Session, Parliament very wisely passed an act to prohibit such insurance being made for the future; which proved of great service in forwarding the negotiations for peace. When his Majesty closed the Session of Parliament on the 18th of May, he informed them, that the preliminary articles for a general peace were actually signed at Aix-la-Chapelle, by the Ministers of Great Britain, France, and the United Provinces; and that the basis of this treaty was a reciprocal restitution of all the conquests made during the war. The King having appointed a Regency, set out, immediately on the rising of Parliament, on a visit to his German dominions, being escorted across the sea by a squadron commanded by Lord Anson. The negotiations for peace, however, did not in the least retard the operations for war. As ships of war were launched or repaired, they were immediately put in commission; strong convoys were appointed to escort the trading ships to their respective destinations; and squadrons were sent to cruise at different times under the command of Admirals Warren, Hawke, and Chambers. The Honourable Commodore Townsend relieved Commodore Mitchell on the coast of Flanders, Vice-Admiral Byng continued to command in the Mediterranean; as did Commodore Pocock at the Leeward Islands, and Rear-Admiral Knowles at Jamaica. Rear-Admiral Boscawen having been sent out the preceding year to take the command of his Majesty's ships in the East Indies; we shall now draw the attention of the reader to that quarter of the world.

E A S T I N D I E S.

That part of the French squadron which left Pondicherry in February 1747, proceeded to Goa, on the coast of Malabar, and in October sailed for the island of Mauritius, where they joined a small reinforcement of ships from France, viz. one of fifty, and two of forty guns. The two latter had been in India, and, while there, made prize of a British East India Company's ship, in sight of the island of Bombay; but by the vigilance and happy presence of mind of the Governor of that place, the prize was rendered less valuable to the captors than it

the otherwife might have been; for, knowing the ſhip to have a large quantity of treaſure on board, and ſeeing the ſuperior force with which ſhe was attacked, he diſpatched two fiſhing-boats, who came up with her in the very heat of action, the ſmoke of which greatly favoured the deſign; by which means, the treaſure was got into the boats, and conveyed ſafely aſhore: the veſſel then ſubmitted to the enemy.

The Squadron under Admiral Griffin was joined in Fort St David's road, by three ſhips from England; ſo that it now conſiſted of three ſhips of ſixty, three of fifty, three of forty, and one of twenty guns. This laſt the Admiral had ſent out on a cruize; but ſhe rejoined the fleet on the night of the 9th of June; her Captain bringing advice, that he had ſeen ſeven large ſhips to the ſouthward, which he ſuppoſed to be the French ſquadron. The Admiral being on ſhore, it was the 10th, in the morning, before he got notice of this intelligence. At this time, the rudder of the Eltham was unhung, ſeveral of the officers of the ſquadron on ſhore, the men ſickly, and many of them in the hoſpital of Fort St David. The Admiral immediately called a Council of war, wherein it was unanimouſly reſolved to ſail and attack the enemy, as ſoon as the Eltham's men could be diſtributed among the ſquadron. The enemy appeared about three in the afternoon; and though the men were all diſtributed by five, yet it was eleven o'clock before the Admiral made the ſignal for the ſquadron to get under way; nor did he ſend a frigate to watch and give him notice of the enemy's motions, although ſome of the Captains obſerved to the Admiral that they thought this would be a proper meaſure.

It is neceſſary to obſerve here, that during the ſouthern monſoon, the wind blows conſtantly from the ſouth-weſt, in all parts of the Bay of Bengal, except to the diſtance of ten or fifteen leagues from the land, where it changes generally in twenty-four hours, blowing a part of this time from the ſouth-eaſt, and, during the remainder, from the land at ſouth-weſt. The land-wind generally riſes about midnight, and laſts till noon: but it is not always confined to this interval; for, ſome days, it continues until the evening; and at other times, when very ſtrong, blows for three or four days without interruption. The ſea-wind very ſeldom continues more than twelve hours, and is generally preceded by a

short interval of calm. During the southern monsoon, the currents, as well near the land as out at sea, drive strongly to the northward.

A ship, during the sea-wind, cannot gain any way to the south; for the sea is then rough, and the wind seldom inclines to the east of the south-east point. But as the land-wind often veers to the west point, and always renders the sea smooth within sight of the coast; ships bound to the southward make some progress during this wind, and either drop anchor to maintain their ground, if they are near the shore when the land-wind fails; or if they are at some distance, they continue under sail, and with the sea-wind come near the shore, where they are ready to avail themselves again of the land-wind, as soon as it sets in. By these operations, a vessel that sails well, sometimes gets ten or fifteen miles to the southward in a day; but it is not uncommon to see others employed a month in getting only a hundred miles to the southward.

It was noon on the 10th of June, when the French squadron was discerned in the south-east point: the sea-wind was set in, and they were sailing directly before it towards Fort St David. From the position in which the British squadron then were, viz. at anchor to leeward, and near the land, it was utterly impossible for them to get nearer the enemy, as long as the sea-wind continued; for had they weighed anchor immediately, the nearest course they could have made, would have been to the north-east, which would very soon have carried them to leeward of Pondicherry. Admiral Griffin therefore determined not to weigh anchor till night, when the land-wind should set in: in the interval, the officers and men on shore, and fit for duty, were ordered to join their respective ships. By four in the afternoon, the French squadron had got within three leagues of the road, when they altered their course, and plied to the south-west. This manœuvre induced the British to believe that the enemy kept to windward with a design to gain Pondicherry at all events. Admiral Griffin made the signal for the squadron to weigh about eleven o'clock at night; and about midnight put to sea with the land-wind, endeavouring to keep in the latitude of Fort St David; and in the morning shortened sail, in expectation every minute of seeing the enemy again to the south;

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south; but, before the evening, the squadron fell to leeward of Pondicherry, when Admiral Griffin finding his expectations deceived, made all the sail he could for Madras road, in hopes of meeting the enemy's squadron there: he reached it the next evening, but was again disappointed, no French ships being there.

M. de Bouvet, Governor of the isle of Bourbon, a good officer, and an experienced mariner, commanded the French squadron: he obtained information, from the settlement of Karikal, of the superiority and position of the British squadron, and when he got sight of them in Fort St David's road, he endeavoured to conceal his real designs as much as possible, seeming by his manœuvres as if he did not mean to fly from the British squadron, but wait for them next morning. As soon as night set in, however, he changed his course, and, with a press of sail, made for Madras, where he arrived in the morning of the 11th of June: here he landed four hundred soldiers, and 200,000 l. in silver, which had been sent from France to the Mauritius for the use of the Governor and Council at Pondicherry. Having accomplished the intent of his voyage to the coast of Coromandel, he immediately put to sea on his return to the islands, before the British squadron appeared in sight of Madras. While Admiral Griffin was absent from Fort St David in pursuit of the French squadron, the enterprising M. Dupleix made some attempts on the British posts in its neighbourhood; but, by the activity of the gallant Major Lawrence, he was repulsed with considerable loss, and obliged to retreat to Pondicherry.

The fitting out of the armament under Rear-Admiral Boscawen, was not conducted with the secrecy with which it ought to have been done; so that the enemy sent very early intelligence to M. Dupleix, of its force and destination, who lost no time in making every sort of preparation to defeat the design of the expedition. Admiral Boscawen left England in November 1747; (for an account of whose naval force, see Note 57.) He escorted eleven of the Company's ships, which served as transports and store-ships: on board of these were fifteen hundred soldiers. He arrived at the Cape of Good Hope, the latter end of March: here he was joined by six ships belonging

ing to the Dutch East India Company, having on board four hundred soldiers. Thus reinforced, he left the Cape the 18th of May, and steered for the island of Mauritius, which he had orders to attack, on his way to the coast of Coromandel. After a tedious voyage of thirty-five days, replete with cross accidents, the squadron got sight of the island of Mauritius, (See Note 57.) at day-break of the 23d of June: when three of the Dutch ships, which had separated from the fleet in bad weather, were missing.

As the fleet neared the land, Admiral Boscawen consulted with his Captains respecting the most proper course to steer in going in; when it was determined to run between Long Island and the Gunner's Coin; the ships of war to lead in a line of battle, and the India ships to follow them. In this manner they proceeded; and the greatest part of the fleet anchored that night in Turtle-bay, between the river of that name and Tomb-river, about two leagues east of the harbour. The remainder followed next day, having been fired at, as they coasted along shore, from two fascine batteries of six guns each, but which did not in the least hurt them. Only two places could be discovered where a descent seemed practicable: the rest of the shore could not be approached, without the greatest danger from the rocks, and the great swell of the sea. The notice which the enemy had long received of the intended attack, had made them guard and fortify every bay and inlet with the greatest skill, where they thought it was possible for an enemy to land.

At day-break, on the 24th, they began firing on the Squadron from several fascine batteries. As they were seen busily employed throwing up intrenchments, and at work in a wood opposite to where the fleet lay at anchor, the Pembroke, which was nearest in, was ordered to fire and disturb them; while the Deal Castle was sent with the principal engineers, and some artillery officers, to run along shore, reconnoitre the coast, and try to find out a place where the troops could be disembarked. On their return, they reported to the Admiral, that, while on this duty, they had been fired at from eight different batteries, as well as from the forts at the entrance of the harbour: that a large ship, with two tier of
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guns, lay with her broadside across the mouth of the harbour, where were thirteen other large ships, fitted, or fitting for sea: that they thought it impracticable to land troops any where to the east of the harbour, on account of the thickness of the woods, which came down close to the sea; and that the most likely place to make good the landing, was beyond the great river to the south of the town. As soon as it was dark, the masters of the line of battle ships were sent in the barges to sound all along that part of the coast, and report if a landing was practicable at the place proposed. They reported, That it was impossible to land the forces there, as there was a reef of rocks, which run all along, about twenty yards from the shore; but that it might be attempted at the river's mouth, right against where the fleet lay, and not at the harbour, where the channel was not above one hundred fathoms wide, and at which place it would be very difficult to get in, as the wind always blows right out.

On this, the Admiral called a Council of the principal sea and land-officers, in order to lay before them these reports, and his instructions, so far as they related to the attack on the Mauritius; as also to consult with them what was best to be done. It was there resolved, as they were ignorant of the strength of the enemy, to send three ten-oared boats, under the command of Major Cuming, to land in the night, and to endeavour to surprize, and make some prisoners, from whom they might obtain the information they wanted: this was tried, but without success. Next morning (the 25th of June) the Admiral again assembled the Council of war, when they came to the resolution, That the attack of the island would be attended with the loss of so many men, and of so much time, that the armament might lose the opportunity of undertaking the siege of Pondicherry; which, from the Rear-Admiral's instructions, he was directed to consider as the principal object of the expedition under his command. They therefore resolved to proceed directly to the coast of Coromandel, that the sea and land-forces might arrive in proper time to act, before the setting in of the autumnal monsoon.

From what has since been learned, there remains little doubt, but that, had the projected enterprize against this island been put in practice, it would have succeeded. The force the enemy

my had to defend the place, was very inconsiderable, when compared with that which came against it; for they could place no kind of dependence on their armed Caffres.

Admiral Boscawen was well known to be a most active officer; and not more remarkable for his bravery, than for his indefatigable exertions to prevent useless procrastination. As far as depended on him, no delay was made at the Cape of Good Hope, but what was absolutely necessary to refresh the armament under his command after so long a voyage, and to provide such things as were needful for the service on which they were going. The Admiral likewise expected, that the Dutch would increase his military force, with a detachment of their troops; and he, no doubt, had orders to wait until they joined him. Here, too, the Admiral expected to obtain complete information, concerning the French islands of Mauritius and Bourbon, as to the number of regular troops, the fortifications, harbours, militia, roads, &c.: in this, however, he was much disappointed. But no excuse can be found for the principal servants of the East India Company, in neglecting to send from India, a vessel to meet the Admiral at the Cape of Good Hope, with some well-informed persons on board, to acquaint him with many important particulars; such as, that it was practicable to attack the harbour itself with the ships only. The south-east trade-wind blows with least force about sun-rise; and it generally happens, four or five days in the course of a month, that, early in the morning, this wind ceases on the northern part of the island for an hour or two, during which, a breeze rises, although faintly, from the north-west. Now, a ship stationed at the entrance of the channel, availing herself of this breeze, might enter the harbour under sail. The forts and batteries were not capable of standing many hours against the fire of so many ships of the line as Admiral Boscawen had with him on this service.

As several of the ships were short of bread and water, they were supplied from such of the rest as could best spare those articles. This work took up near two days; so that it was the 27th of June before the fleet left the island; when the Dutch auxiliaries (now joined by one of the ships that had parted company) quitted the British, and sailed for Batavia.

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Admiral Boscawen prosecuted his voyage by the nearest course between the islands and shoals that lie to the north of Mauritius; and, on the 29th of July, arrived at Fort St David, on the coast of Coromandel, where he found the squadron under Vice-Admiral Griffin, who resigned the command to him. The Vice-Admiral, soon after, sailed in the Princess Mary, accompanied by the Winchester, Pearl, and Medway's Prize, for Trincomalé; whence, in the month of January, he proceeded to England.

When the two squadrons formed a junction, they exhibited the greatest marine force that had ever been seen in India. The Company's ships were numerous, and mostly fitted for war: these, with the formidable body of European troops destined to act in concert with them, filled every mind attached to the British interest with the highest expectations; and all thought that the time was now come, when Pondicherry would compensate for the loss of Madras.

The land forces destined to act under the orders of Rear-Admiral Boscawen, were as follows:

	<i>Men.</i>
Twelve independent companies brought from England,	1200
Marines belonging to the squadron,	880
A battalion of infantry belonging to the East India Com- pany,	} 750
Company's artillery,	
Dutch auxiliaries from Negapatnam,	120
Seamen ready to be landed from the squadron, who had been taught the use of small arms,	} 1100
Sepoys belonging to the East India Company,	
	1100
Total,	5220

The Nabob Anwar adean Khan, who ever kept fluctuating from side to side, as he found the British or French become most powerful, sent a body of two thousand horse, to join the army going to besiege Pondicherry. The battering cannon, mortars, stores, and implements necessary for carrying on the siege, were put on board of ships, and proceeded with the squadron, which anchored two miles south of the town. Ad-

miral Boscawen delegated the command of the squadron to Captain Lisle, while he conducted the operations of the land forces on shore.

All necessary preparations having been made, the army was put in motion on the 8th of August; the Admiral having, some days before, detached Captain Powlett in the *Exeter*, accompanied by the *Chester*, *Pembroke*, and *Swallow* sloop, with orders to block up the place by sea, and to take the soundings, that he might know with precision how nigh the ships could approach the town with safety. The army continued their march on the 8th and 9th, without seeing any thing of the enemy. On the 11th, however, they made a shew with about three hundred foot, and some horse, as if they meant to defend an intrenchment they had thrown up; but, on the approach of our troops, they abandoned it. This post might easily have been maintained; it was situated close to a small river; and about a mile from it, on the other side of the river, was the fort of Ariancopang, built on the side of a stream from whence it takes its name. Of this last-mentioned place, the Admiral could obtain no certain account; so very little pains had the principal servants of the Company taken to furnish the necessary information for directing the Admiral in his operations, and insuring success to the enterprize.

A deserter, who probably had been sent with an intention to deceive, came in and reported, that the place was of no great strength, being defended by one hundred men only. This intelligence the Admiral did not rely on, but ordered the place to be reconnoitred, before it should be attacked. The principal engineers who had been sent on this service, reported, that the body of the place was of little strength; but that the enemy had thrown up, a few yards in front of the fort, an intrenchment, which must first be stormed, after which, the fort might be easily taken. As it was deemed necessary to reduce this place, before the siege of Pondicherry could be formed, the Admiral, on this report, ordered a detachment of seven hundred men, being the grenadiers and pikets of the army, to attack the place at day-break on the 12th. They accordingly marched up with the greatest resolution, to what they believed an out-work; but, on a nearer ap-

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proach, they discovered that what they took for an intrenchment, was only a heap of ruins; a few yards behind which, lay the fort of Ariancopang, which they fatally found of much superior strength to what had been reported; being fortified with a cavalier at each of the angles, a deep dry ditch full of pit-falls, and a covered-way. Such formidable defences it was utterly impossible to carry by assault, with troops so unprepared as ours were for such a service. Instead, however, of retreating instantly on discovering how strong the place was, and how unequal they were to the task of taking it, they persevered in the attack, although evidently to no manner of purpose; for they were exposed to a very warm fire of small arms and cannon loaded with grape-shot, and that so near, that almost every shot took place. A retreat at last became necessary; but, ere this could be accomplished, we lost, in killed and wounded, about one hundred and fifty men, and some of the best officers of the army. Major Goodere of the artillery, who commanded in this unfortunate attack, was mortally wounded: this was a loss the army could but ill sustain, as he was the person on whom Admiral Boscawen chiefly relied, for conducting his operations against Pondicherry.

In the afternoon, the detachment of eleven hundred sailors from the squadron, under the command of Captain Lloyd, landed and joined the army. The check before Ariancopang greatly depressed the spirits of the troops, and damped those hopes of success with which they were flushed when they left Fort St David. But, the attack against it being resolved to be carried on, the battering-cannon were landed from the fleet.

M. Dupleix was highly sensible, that it was of the greatest consequence to him, to gain time at this season of the year. In order, therefore, to protract the operations of the besiegers as much as possible, he resolved to defend the fort of Ariancopang to the utmost. The garrison consisted of one hundred Europeans, three hundred Sepoys, and a troop of sixty European cavalry. These last encamped near the fort, on the opposite side of the river which runs to the north, and close to the walls of the fort of Ariancopang. The enemy had erected a battery of heavy cannon, to retard, as much as possible, our approaches to the fort. To oppose and silence which, the

British engineers erected a battery in the plain on the south side of the river; but so little pains had been bestowed in reconnoitring the situation, that when it opened at day-break next morning, its fire was found of no effect; it being intercepted by a thick wood which lay directly between our battery and that of the enemy. The officers of artillery now offered their services to erect another battery, which they completed in less than twenty-four hours; and, for its greater security, threw up before it an intrenchment, in which a large detachment of soldiers and sailors were posted. This battery opened with considerable effect, and the cannonading continued on both sides for several hours; during which, the enemy's Sepoys kept up an irregular fire of musquetry on the intrenchment, at the distance of four hundred yards, with very little execution. But unluckily some of their shot happening to kill a man in the intrenchment, and the enemy at the same time making a sally with some infantry and all their cavalry, our troops were seized with such a panic, that, in spite of the strongest remonstrances and efforts of their officers, they abandoned the works; which the enemy immediately took possession of, and, with their cavalry, pursued the fugitives to the battery. Here, however, at the entreaties of the officers stationed there, our people made a stand; and, firing on the French cavalry, they killed six or seven of them, when the commanding-officer's horse dropping also, the commandant was made prisoner; on which the enemy retired, but carried along with them Major Laurence, who commanded in the intrenchment, with some other officers, who would not follow their men when they took flight.

Regular approaches were now carried on for some days against the fort; when an accident happened to the enemy, on the 20th, by means of which, we gained possession of the place much sooner than was expected. This was by a large quantity of gun-powder taking fire in their battery, which blew it up, and near one hundred men were killed or disabled by the explosion. This disaster struck the garrison of the fort with such a panic, that, in a few hours afterwards, they set fire to the chambers with which they had undermined the fortifications, and blew up the greatest part of the walls and cavaliers, retreat-

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ing with the greatest precipitation to Pondicherry. Possession was immediately taken of the ruins of Ariancopang fort, and the fire extinguished.

Instead of pursuing the enemy to Pondicherry while their panic was strong upon them, a resolution was taken to repair the fortifications, and establish a post here; the engineers persuading the Admiral, that this was absolutely necessary, to prevent the enemy regaining possession of it during the siege; as, from this situation, they might be enabled to intercept convoys, and otherwise harass the army. The 25th, the army marched and gained possession of Oulagary, a village about two miles from Pondicherry, where the head-quarters were fixed, and the army encamped. The same evening, a detachment was sent to attack the north-west redoubt of the Bound Hedge, which the enemy, after making a feeble resistance, abandoned, notwithstanding it was capable of making a stout defence, and might have cost the besiegers many lives, had they attempted to carry it by assault. Soon after this, the enemy withdrew all their garrisons from the other four redoubts, so that the English became masters of the Bound Hedge.

The engineers in this siege, were almost solely to blame for its want of success. The Admiral trusted to their skill in their profession, and they do not seem to have possessed any. From their advice, the operations against the town were to be carried on by the north-west side; and, to render the communication between the camp and the fleet the more easy, the ships were ordered to the north of the town, where the cannon, mortars, and tools necessary for carrying on the siege were landed. This was attacking the place on the strongest side; nor could the approaches be nearer than within eight hundred yards of the walls, as, between our works and the town, there was a deep morass, which the enemy, by means of some back-water, rendered a complete inundation. On the 30th, the engineers broke ground fifteen hundred yards from the walls, carrying on their operations in the most injudicious manner. On the 1st of September, the enemy made a strong sortie under the command of M. de Paradis. They divided their troops into two bodies, and attacked our trenches in two places. The largest of these parties received a fire, when close to our works, which

which fortunately killed M. de Paradis; on which this party instantly retreated to the town, without waiting to know what became of their companions. The engineers, having failed to destroy some huts that were about one hundred yards in front of the second parallel; of these the second party took possession, where they kept up for some time a galling fire on our people, and then advanced to seize the entrenchment. Some of the troops fell into disorder; and the enemy had certainly carried their point, if Ensign Clive, afterward Lord Clive, had not, at the head of his platoon, behaved with great bravery and presence of mind. By his example, and by his exhortations to the men, they gave the enemy so well aimed a fire, that twenty of them dropped dead. The French men seeing them getting ready to repeat their fire, fled and took shelter in the aforefaid huts, whence they soon after retreated into the town in great confusion. The enemy, after this, made several sallies, in one of which, they seized two pieces of heavy cannon on their way from the beach to the camp. A party was sent to endeavour to recover them; but they unluckily fell into an ambuscade laid for them, and were so roughly handled, that they were obliged to retreat; when the enemy entered the town in triumph with the guns. The approaches to the town went on very slowly: only two batteries of three guns each being raised about twelve hundred yards distant from the town, to check any future sallies. The enemy were not idle, and opened two fascine batteries; which in commoding the workmen in the trenches very much, our engineers were obliged to raise batteries to oppose them.

When the army first broke ground, the Basilisk bomb-ketch was ordered to bombard the town night and day; but in the space of a few days, the enemy, who had been bombarding her, obtained her distance to such exactness, that the shells falling very near her, she was obliged to retire in the day-time for fear of being sunk. After much labour, two batteries were finished, viz. one of eight, and the other of four pieces of cannon of eighteen and twenty-four pounders; a bomb battery of five large mortars, and fifteen royals; and another of fifteen cannons. These began playing the 26th of September; but they had been so long in preparing, that the enemy were enabled

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by their efforts in the mean time, to return a superior fire; for they not only opened several new embrasures in the curtain, but fired also from two or three batteries on the crest of the glacis: their fire, in short, was near double the strength of the besiegers. To remedy this as much as possible, and to draw the enemy's attention from the side on which the town was attacked, the Admiral determined to cannonade it on the side next the sea.

In consequence of this resolution, Captain Lisle, during the night, had all the two-decked ships warped within the distance of a thousand yards of the walls; the shallowness of the water hindering their nearer approach. When day broke, they began a most dreadful fire; but from the distance the ships were at, and the uncertainty of their aim from the motion of the sea, it was soon perceived that the thunder of the squadron would not accelerate matters. The enemy were at first a good deal alarmed, and they detached several of their gunners to the side of the town opposed to the ships; but finding how very little damage they had sustained from these ships, they trusted their defence on that side chiefly to their mortars. On the land-side their fire was augmenting every hour. The cannonading from the ships continued till evening; when the Admiral, sensible how much ammunition had been expended to no manner of purpose, sent orders to Captain Lisle to draw the squadron out of reach of the enemy's fire in the night; but the sea-breeze having set in, he could not, for the present, execute his orders; and the ships remaining in the same position they had been in the day before, at day-break, on the 28th, the cannonade recommenced from them, which was returned by the town with greater spirit than the preceding day. At noon, however, the wind changing, Captain Lisle was enabled to draw off the squadron. In this conflict, only two men on board the fleet were killed, viz. Captain Adams of the *Harwich*, and a common sailor. The enemy gave out that their loss consisted only of a poor old Malabar woman who was killed in the street.

Our approaches had now reached within eight hundred yards of the covered way; but on account of the inundation, they could advance no farther on this side; and the Admiral had not men to spare to begin a fresh attack on the other side of the

the town, neither was there time for it. Some new batteries were erected, and the former ones continued playing three days more; during which time the enemy had greatly increased their fire, and dismounted nine pieces of our cannon.

The Admiral perceiving that our shot had made but little impression on the defences of the place; that the troops were turning very sickly, and the weather becoming stormy and wet, which indicated that the monsoon was at hand, he called a Council of war on the 30th of September. This Council having duly considered the state of things, and knowing that the rains, when they first set in, occasion all the low country to be overflowed, they were apprehensive that the removal of the heavy cannon, mortars, stores, &c. might become impracticable; and further, that from the violent gales of wind, great danger might ensue to the fleet, if they remained on the coast. They were therefore unanimously of opinion, that the siege ought to be immediately raised; especially as there were now near seven hundred men sick, and the fleet, by far the most formidable part of the armament, could not be brought near enough to batter the town.

Several days were employed in reshipping the cannon, mortars, and heavy stores, and destroying the batteries; in restoring the sailors to their respective ships, and removing the sick and wounded to the hospital ships. This being completed, the army began its retreat to Fort St David, but halted two days at Ariancopang, to destroy such parts as yet remained of that fort. The march to Fort St David was very difficult. The rains having already set in, the roads were rendered bad; and several rivulets were so much swelled, that it was not without danger they were passed: so that, had the retreat been deferred two days longer, it would have been almost impossible to have accomplished it. By the returns made to the Commander in Chief, it was found, that on this expedition the killed, and those who had died, amounted to seven hundred and fifty-seven soldiers; forty-three artillery men, and two hundred and sixty-five sailors; in all one thousand and sixty-five Europeans. The loss sustained by the Sepoys was very trifling: they had been chiefly employed to guard the avenues to the camp; and whenever there was the appearance of danger, they placed their safety in flight. By the

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the accounts published by the enemy, the garrison of Pondicherry consisted of eighteen hundred Europeans, and three thousand Sepoys; of the former they left about two hundred, and of the latter, fifty.

Various causes seem to have combined together to render the attack on Pondicherry abortive. When the troops left Fort St David, there remained only fifty-five days, that could be depended on, of the season in which an army could keep the field, to carry on the operations against the place; so that it would have required a much greater military force to have effected the purpose in so short a time. The want of success was not owing to Admiral Boscawen; who, agreeably to his instructions, relied on the opinion of the engineers. Whatever depended on himself, was done as it ought: for he displayed on shore the same conspicuous valour and anxiety for the public service, as he did on his own proper element. No less than eighteen days were absolutely thrown away in the operations against Fort Arian-copang, besides the loss of men, and two of the best officers of the army. The check we received there, dispirited the army, and greatly augmented their opinion of the enemy's bravery and conduct. The engineers attacked the town in the strongest part, and placed the camp in the most inconvenient spot they could have pitched on. Had they directed their attack against the north side, the ground was such, that they could have carried on their approaches even to the foot of the glacis, there being no inundation to stop them; and the camp might have been placed at a due distance from our batteries, and so close to the shore, that the supplies from the fleet might have been landed under its protection. By so doing, much trouble, danger and fatigue might have been saved in transporting cannon and stores of every kind the distance of several miles, exposed to the attacks of the enemy; to guard them against which, large detachments were drawn from the army, at a time that their services were absolutely necessary in the works carrying on against the town; for, the number of Europeans of which the army was chiefly composed, were but barely sufficient, even when it mustered the strongest, to carry on the siege with effect.

The miscarriage of the British before Pondicherry, tended to lower the nation very much in the opinion of all the country Powers in Indostan, since they regarded the armament sent against it as invincible : on the contrary, the French were now esteemed by them as the greatest military nation in the world.

In order to avoid the fury of the monsoon, Admiral Boscawen sent five ships of the Squadron under his command to Achin, and the rest to Trincomalé ; while he himself remained with the army at Fort St David. By the ships which arrived in November from England, the Admiral received advice that a cessation of arms between Great Britain and France had taken place in April last ; but by the orders which he received, he was to remain in India until advised that a general peace was concluded. In January 1749, the British Squadron returned to Fort St David ; and about the same time M. de Bouvet, with the French Squadron from the Mauritius, (the same which had eluded the pursuit of Admiral Griffin), arrived at Madras.

The British East India Company, through the intrigues of M. Dupleix, being involved in a war with the King of Tanjore, and resolving to attack his territories, requested the assistance of Admiral Boscawen, who agreed to send two ships to escort the troops, cannon, and stores, to the place at which they designed to disembark them. Unfortunately, a dreadful hurricane at N. N. W. came on the night of the 12th of April, and continued all the next day. Its greatest violence was between eight at night of the 13th, and two the next morning, shifting all round to the E. till it came to the S. where it ended. In this storm his Majesty's ship the *Pembroke*, one of those appointed for the above service, was drove ashore and wrecked on a place called Chaldroon-ledge, a little off Porto Novo. The Captain, all the officers, (except the Captain of marines and purser, who were ashore with leave), and three hundred and thirty men, were drowned ; only twelve men being saved. In the same storm, his Majesty's ship the *Namur* foundered : the first, second and fourth Lieutenants, master-gunner, two Lieutenants of marines, and five hundred and twenty men were drowned ; only two midshipmen and twenty-four men were saved : the Admiral, Captain, and some other officers, were luckily on shore. The *Lincoln* and *Winchelsea* East In-

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dia Company's ships, were likewise wrecked; but the crews were saved. Almost all the small vessels that were near Fort St David were lost. His Majesty's ships the *Tartar* and *Deal Castle*, together with the *Swallow* sloop, being at sea, and more to the southward, did not feel the tempest in that violent degree with which it raged near the coast; but they were all dismantled. The rest of the fleet were luckily at Trincomalé. The French delivered up Madras to the British about the middle of August, which place they had completely dismantled.

WEST INDIES.—JAMAICA STATION.

REAR-ADMIRAL KNOWLES, who commanded his Majesty's ships on this station, left Port-Royal in Jamaica on the 13th of February, with the squadron, having on board a detachment of two hundred and forty men of Governor Trelawney's regiment. The Governor accompanied the Admiral on this expedition, which was designed against St Jago de Cuba; but the winds blowing unusually strong and northerly, the ships could not reach the place of their destination. That the armament, however, might not return to Jamaica without making some attempt to annoy the enemy, it was agreed to attack Port Louis, a French settlement on the south side of the island of Hispaniola. (See Note 58.) The squadron arrived off this place on the 8th of March, and immediately drew up in a disposition to attack the fort, which mounted seventy-eight pieces of cannon, with a garrison consisting of six hundred men. M. de Chaleunoye, the Governor, gave the ships a very warm reception as they advanced to attack the fort; but when the squadron got to their stations, and were moored in a close line ahead, within pistol-shot of the walls, they returned the enemy's fire with the greatest fury. The Governor did not trust to his cannon alone for repelling the attack; for, in the midst of the engagement, he sent off a fire-ship, with a design to drop on board the *Cornwall* or *Elizabeth*. This being luckily perceived, the boats of the fleet grappled her; and, notwithstanding the fire of the whole musquetry of the enemy was poured on them, they towed her free of the squadron, leaving her to burn and

blow up at a proper distance from the fleet. When employed on this service, they boarded and brought off two vessels which the enemy had filled with combustibles, and which were likewise designed against the squadron. The ships continued the attack three hours longer with great briskness: and the enemy's fire gradually decreasing, it at last became wholly silent. On this, the Admiral sent the Governor a summons to surrender; he required a little time, which was granted; and before night, the place surrendered on terms. (See Note 58.) Possession was immediately taken of the fort. The loss of the squadron, on this occasion, amounted only to seventy men killed and wounded: this loss would have been deemed trifling; but among the killed were the brave Captains Rentone and Cust: the former fell by a cannon-shot, which took off his thigh, before his ship (the *Serafford*) came to an anchor: the latter came a volunteer on this service. The enemy had one hundred and sixty men killed and wounded. In the harbour were found three ships, a snow, and three privateer sloops; all of which fell into the hands of the conquerors.

As it was not thought proper to retain this place, the fort was blown up; and the Admiral having fixed the conditions for the security of the settlement, proceeded once more to put in practice the scheme he had conceived for reducing St Jago de Cuba; which was the more extraordinary, as, several years prior to this, Admiral Vernon, with a much superior fleet, and a considerable body of land forces, had found the reduction of it, by sea, impracticable. Since that time, too, the enemy had rendered St Jago de Cuba considerably stronger; and, on the present occasion, they had neglected nothing which might help to render the place secure. Rear-Admiral Knowles came before it, on the 5th of April; and, having resolved on the attack, Captain Dent of the *Plymouth*, being the senior officer, claimed, as his right, the honour to lead the van: he was to be seconded by the *Cornwall*. The squadron moved on; and when Captain Dent had got pretty near, he perceived that the enemy had laid a boom across the harbour's mouth, behind which they had placed four vessels, two of them large, filled with combustibles, ready to be sent in a blaze among the British ships, if they should force the boom,

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and endeavour to enter the harbour. The headmost ships fired some broadsides at the principal fort, which the enemy returned; by which two men were killed on board of the Cornwall. Captain Dent would not trust solely to his own judgment on this occasion; but, calling his officers together, he asked their opinions as to what was proper to be done in such a desperate situation. It clearly appeared to them, that if the attack was persisted in, the ships would be exposed to the most imminent danger. On this he drew off, and made the Admiral acquainted with his reasons for so doing. The fleet soon after returned to Jamaica.

Captain Dent's conduct had so displeased the Rear-Admiral, that he complained of him, for misconduct, to the Board of Admiralty; in consequence of which, the Captain was brought to a Court-martial when he returned to England. At this Court-martial, the Rear-Admiral did not appear in the most favourable point of view. The whole expedition, with the different plans of attack, appeared to be a most absurd, ill-digested scheme; a number of lives must have been lost; the destruction of several, if not all the ships, certain; and, after all, the prospect of reducing the place was extremely doubtful. Captain Dent was most honourably acquitted. To do the Rear-Admiral justice, he used every endeavour to annoy the enemy; nor did he ever lose sight of the protection of our trade.

Having received information, that the Spanish plate fleet was soon expected at the Havannah from La Vera Cruz, he went with six ships, to cruize off the Tortuga banks, in the hope of intercepting them; having previously directed Captain Holmes of the Lenox, to take the trade for England under his convoy, as soon as they were ready. Accordingly, on the 25th of August, the homeward bound fleet sailed from Jamaica; but, being prevented, by the rapidity of the current, from getting through the windward passage, they were obliged to bear away for the Gulf of Florida. While they were pursuing this course, they got sight of seven sail of large ships, on the morning of the 29th of September, in chase of them. They presently knew them to be Spanish ships of war; when Captain Holmes immediately made the signal for his convoy to provide for

for their own safety in the best manner they could ; while he endeavoured to draw the enemy's attention to his own ship. Having been made acquainted with the station chosen by the Rear-Admiral, he, as soon as it was dark, made towards it with a press of sail, and had the good fortune to join him next morning, when he reported to him what had happened. This junction was the more fortunate, as, with the *Lenox*, Rear-Admiral Knowles was but barely on an equality with the enemy as to guns, while they had a decided majority as to men. (See Note 59.)

Both squadrons consisted of seven ships : the Spaniards had four thousand one hundred and fifty men, and four hundred and forty guns ; the British had only two thousand nine hundred men, and four hundred and twenty-six guns. The British Admiral immediately made sail, and went in quest of the Spaniards. He got sight of them on the morning of the 1st of October, between Tortuga and the Havannah, when both squadrons prepared for action. The Spaniards, commanded by Vice-Admiral Reggio, immediately formed a line of battle, and placed the *Invincible* and *Conquistadore* in the van, the *Africa* and *Dragon* in the centre, the *New Spain* and *Royal Family* in the rear, and the *Galgá* without the line. Admiral Knowles disposed of his squadron as follows : the *Tilbury* and *Strafford* in the van, the *Cornwall* and *Lenox* in the centre, the *Warwick* and *Canterbury* in the rear, and the *Oxford* out of the line. It was surprizing, that the British, who had the advantage of the wind, did not bear down on the Spaniards, who waited for them till about two o'clock in the afternoon ; at which time the enemy began to fire, but at too great a distance to do any hurt. Rear-Admiral Knowles, with his squadron, kept edging down on the enemy ; and about half past two o'clock, the action began with great briskness on both sides. The Spaniards had greatly the advantage ; for the *Warwick* and *Canterbury* were so far astern, that it was near two hours before they could afford their comrades any assistance. The British Rear-Admiral got within pistol-shot of Vice-Admiral Reggio's ship, when he discharged all his artillery and musketry, together with eight cohorns, a species of artillery extremely improper to be used by line of battle ships.

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Notwithstanding this formidable attack, the Spanish Admiral gave him a very warm reception. In half an hour, the Cornwall was so much disabled, as to be obliged to fall astern of the British Squadron, and quit the line, having lost her main-top-mast, and her fore-top-sail yard shot in two. The enemy had now the prospect of a complete victory, which they must have obtained, had not the British Captains made the most extraordinary exertions while their Admiral was repairing his damages. During this conflict, the Conquistadore being considerably damaged in her rigging, dropped astern of the Spanish squadron, and fell near to where the Cornwall lay refitting. Admiral Knowles immediately attacked her, and a bloody action commenced between these two ships. Don de St Justo, Captain of the Conquistadore was killed; but his successor in command continued to make a brave defence; nor did he submit, till the ship had been three times set on fire by the cohorn shells. When the Cornwall dropped out of the line, the Lenox shot up into her place, and attacked the Spanish Admiral with great briskness. Several of the Spanish ships now coming up to succour their Commander-in-chief, Captain Holmes had very hot work for near an hour; when the Warwick and Canterbury came very opportunely to his assistance. As the ships got closer to each other, the battle grew more violent than ever; and the action, now become general, continued so till eight in the evening; when the Spanish squadron being very much damaged, Don Reggio retreated towards the Havannah, which was but at a small distance. The British fleet pursued, and greatly annoyed the Spaniards in their retreat. However, all their ships got into port, except the Conquistadore, which was taken; and the Africa, being dismasted, was forced to come to an anchor, a few leagues from the Havannah. She was discovered here two days after the action; and the squadron standing towards her with an intention to cut her out, or destroy her, the enemy saved them the trouble; as, rather than let her fall into the hands of the British, they set her on fire, and she blew up before possession could be taken of her.

In this battle, the enemy had eighty-six men killed, and one hundred and ninety-seven men wounded: among the former, were

were Don Thomas de St Justo, Captain of the *Conquestadore*; Don Vincent de Quintana, second Captain of the *Africa*; and Don Pedro Garrecocha, Captain of the *Galga*: among the wounded, were Vice-Admiral Reggio, and fourteen other officers. The British had fifty-nine men killed, and one hundred and twenty wounded; but no officer of rank among them. Rear-Admiral Knowles continued to cruize off the Havannah, in the hope of intercepting the plate fleet from La Vera Cruz. While on this station, he took an advice boat from Old Spain, which put an end to all the golden dreams of riches that the squadron had formed, as this prize brought authentic information, that the preliminary articles for a general peace was signed, and that all hostilities were consequently to cease. The squadron accordingly returned to Jamaica.

On the return of Rear-Admiral Knowles to England, he complained of Captain Holmes for leaving his convoy, though it was chiefly owing to his joining him, that he gained the above mentioned victory over the Spaniards. The Captain was tried, and most honourably acquitted. Some of the Captains of the squadron having complained of Rear-Admiral Knowles's conduct, the same was enquired into by a Court-martial, held on board his Majesty's yacht the *Charlotte* at Deptford, on the 11th of December 1749, and which continued sitting till the 20th of that month. Of this Court, Admiral Rowley was president; and Vice-Admiral Hawke, Rear-Admiral Forbes, and Captains Thomas Sturton, William Parry, Merrick de l'Angle, Richard Haddock, and Matthew Buckle, were members. It appeared to the Court, that while Admiral Knowles was standing for the Spanish fleet, commanded by Vice-Admiral Reggio, he might, by a different disposition of his squadron, have begun the attack with six ships, and even early in the day; but from the method he pursued, he had begun the action with four ships only. The Court too were of opinion, that he ought to have shifted his flag from the *Cornwall* to some other ship, immediately after she was disabled, in order to have conducted and directed, during the action, the operations of the squadron entrusted to his care and conduct. The fullest proofs, however, were given, on this trial, of the Admiral's personal courage. The Court passed the following sentence:

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"The Court unanimously agree, that Rear-Admiral Knowles falls under part of the fourteenth article of war, being guilty of negligence; and also under the twenty-third article. The Court therefore unanimously adjudge him to be reprimanded, for not bringing up the squadron in closer order than he did; and for not beginning the attack with so great a force as he might have done; and also for not shifting his flag, on the Cornwall's being disabled."

WEST INDIES.—LEEWARD ISLAND STATION.

THE squadron on this station continued to be commanded by Commodore Pocock, who exerted himself to the utmost in annoying the enemy, and in distressing their trade. When the Weasel sloop, dispatched by Admiral Hawke, arrived, he was cruising with some of his squadron off the island of Martinico; the rest of his fleet being dispersed on different services. This, joined to the notice sent not having arrived early enough, to afford time to collect his squadron on a station proper for intercepting the whole of so large a convoy as was then at hand, (for some of them appeared the day the Weasel came in), were fortunate circumstances for the enemy. Their loss, however, was very considerable; five of the ships bound for St Domingo were taken; and of those which were going for Martinico and the other islands in its vicinity, eight were taken by the Captain, six by the Dreadnought, five by the Dragon, and one by the Ludlow Castle, whose cargoes were valued at 100,000 l. Ten sail more of them were captured by privateers. Many of the enemy's privateers were also taken in those seas. The Centaur, Captain Tyrrell, took five of them, and ran down one which would not strike; forty of her crew were saved by the Centaur's boats.

MEDITERRANEAN.

THE squadron here was commanded by Rear-Admiral Byng, and was so very considerable, that neither the Spaniards

nor French could send any naval force to sea from their principal ports in the Mediterranean, which might be capable of doing them any important service on that element. The enemy, however, endeavoured to reinforce their army at Genoa, under the command of the Duc de Richlieu, with troops, and to supply them with provisions and stores, by means of small vessels, which kept so close in shore, that our cruisers could seldom venture so near as to cut them off. To remedy this as much as possible Admiral Byng armed a number of small vessels, giving the command of each to a Lieutenant. By this means, he was enabled to intercept a great number of small craft going with supplies, both to the French and Spanish troops; while he so much interrupted the trade of Genoa, that the republic became weary of the war. Peace taking place, Admiral Byng returned to England, bringing with him most of the large ships of war.

TRANSACTIONS AT AND NEAR HOME.

REAR-ADMIRAL HAWKE was sent out in January with a considerable squadron (See Note 60.) to cruise to the westward. On the 31st, at day-break, he discovered a large sail on which he sent the Nottingham, Captain Harland, in chase of her; but soon perceiving the chase to be a ship of force, he made signal for the Portland, Captain Stevens, to follow the Nottingham. Captain Harland got up with her about ten o'clock, and began a close engagement. He was soon afterwards joined by the Portland, who raked her several times. The action continued near six hours, when the enemy struck, and proved to be the Magnanime of seventy-four guns, having on board six hundred and eighty-six men, commanded by the Marquis d'Albert, Chef d'Escadre. The enemy had forty-five men killed, and one hundred and five wounded. She was bound for the East Indies, and was part of a small squadron which had sailed from Brest a few days before. She had lost some of her masts in a hard gale of wind, and was returning to port to refit, when Sir Edward Hawke got sight of her. She was a very fine ship, was purchased by Government, and

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added to the Royal Navy, where she did excellent service. The Nottingham had sixteen men killed, and eighteen wounded; the Portland had only four men wounded.

Commodore Cotes, in the Edinburgh, having under his command three other ships of the line, and a frigate, being on his way to reinforce Sir Edward Hawke, on the 7th March, when off Cape Cantin, fell in with a fleet of Spanish ships, consisting of nine sail of the line, (See Note 61.), having under their convoy about twenty-seven merchant ships, with which they had sailed from Cadiz four days before. The Spanish ships of war drew into a line, in order to receive the British; but the force Commodore Cotes had with him, was not of sufficient strength to authorise him to risk an engagement: observing, however, that the convoy was dispersed, and in confusion, he steered for them, and took five, of which three were Register ships, bound for La Vera Cruz, and two for Carthagen. The Spanish ships of war continuing in a line of battle, remained idle spectators of the capture, making no kind of effort to hinder it, or to retake their ships. As soon as it was dark, Commodore Cotes detached two of his best sailing ships after the Spaniards, to endeavour to cut off such of the convoy as might separate from the ships of war.

A strong squadron of British and Dutch ships of war sailed from Spithead the beginning of April to the westward, under the command of Rear-Admiral Warren; but he met with nothing material. On the 9th of May, the Spence sloop was dispatched express to Sir Peter Warren and Sir Edward Hawke to return to England, in consequence of the preliminaries for peace being signed; and they accordingly returned to Spithead about the middle of July.

A small squadron under the command of Captain Mostyn, took the Grand St Jean privateer of St Sebastian's, of twenty guns, and two hundred and twenty men; also the Thetis privateer of Bayonne, of eighteen guns, and two hundred and forty-five men.

The Leopard, Captain Denis, took the Leopard privateer of Bayonne, of twenty-two nine pounders, twenty-four swivels, and three hundred and ninety-seven men.

The Gloucester, Captain Philip Durell, took the Two-Crowns privateer of St Malo, of twenty-four guns, and two hundred and seventy-six men.

The Triton, Captain Arbuthnot, took the Tyger privateer of Bayonne, of sixteen guns, and one hundred and forty-six men.

The Romney, the Honourable Captain Barrington, took the Gerardus of four hundred tons, from Port L'Orient, to the East Indies.

The Rainbow, Captain Baird, took the Comte de Noailles privateer of Granville, of twenty-two guns, and one hundred and fifty men.

The Surprize, Captain Webb, took the Le Palme, a sloop of war of twelve guns and seventy men, belonging to the King of France.

The Salisbury, the Honourable Captain Edgecumbe, took the Jason, a ship belonging to the French East India Company, of seven hundred tons, thirty guns, and one hundred and eighty men, bound from Port L'Orien to the East Indies, with stores, ammunition, and eight cases of silver on board.

The Monmouth, Captain Harrison took a French privateer of twenty-eight guns, and one hundred and thirty-six men, after a chase of three days. Captain Harrison also took the Rostan privateer of Bourdeaux, of twenty-two guns, and two hundred and seventy men, the Captain of whom had the temerity to fire a broadside into the Monmouth, when she came up along-side, and instantly struck her colours. Captain Harrison being informed that some of his people were killed by the privateer's shot, ordered a broadside to be fired into her, by which many of her crew were killed and wounded. This was done to deter the enemy from such bravadoes for the future, and to hinder them from sporting idly with men's lives, where the superiority of force is so evident, as to render resistance ineffectual. It was attended with the misfortune, that the privateer went to the bottom, before the prisoners could all be shifted; she having on board nine of the Monmouth's crew, and one hundred Frenchmen.

The Bellona, Captain John Campbell, took the Grand Biche privateer of St Malo, of twenty-two guns, and one hundred

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and sixty men, after a chase of five hours. She had reigned during almost the whole of the war, and had done much mischief.

The Bristol, the Honourable Captain Montagu, took the Union, a French register ship, from the Havannah for Cadiz, having on board thirty guns, and one hundred and fifteen men. She had three hundred and sixty thousand dollars registered on board, besides a quantity of cocoa, cochineal, Spanish snuff, and hides.

The Thetis, took the Tygres privateer of Bayonne, of twenty-two nine pounders; also, a British ship, her prize.

The Advice, Captain Haddock, took the Neptune privateer of Bayonne, of twenty eight-pounders. The privateer fired a broadside at the Advice, by which three men were killed, and five wounded. Captain Haddock ordered a broadside to be returned, by which the enemy had eight men killed, and fifteen wounded; when they struck.

The Tyger privateer of Bristol, Captain Seix, took, near Cadiz, the Theresa, a Spanish register-ship, from the Havannah, with sixty thousand dollars in specie, besides a very rich cargo.

The Prince George privateer of Guernsey, Captain Viscount, of eight carriage-guns, and fifty men, took the St Victoire of Bourdeaux, of three hundred and fifty tons, sixteen six pounders, and forty-nine men, bound for Canada, laden with brandy and bale-goods. After a desperate engagement of seven hours, she was carried at the second boarding. Captain Viscount received a musket-shot through the thigh, and his Lieutenant had four balls lodged in his thigh at the first broadside; but both of them kept the deck till the enemy surrendered.

A Spanish ship from the South Seas, valued at 60,000*l.* was taken by two Rhode Island privateers; and another, valued at 30,000 *l.* by his Majesty's ship the Portmahon.

Besides those already mentioned, the British cruizers and privateers were extremely successful, and made some very valuable prizes.

The following is an exact state of the captures, as well of the French and Spaniards, as of the British, in the year 1748.

French

	Europe.	America.	Total lost by each state.	Men.
French took	— 131	— 203	— 334	
Spaniards took	— 52	— 106	— 158	
Total taken by the French and Spaniards,			—	492
Great Britain } French,	253	— 218	— 471	
took from the } Spaniards,	25	— 73	— 98	
Total taken from the French and Spaniards,			—	569
Balance in favour of Britain,			—	77

Among the prizes taken by the British from the French, are to be reckoned, one ship of the line, forty-four privateers, three East India ships, sixty-one Turkey ships, and one hundred and sixty-six ships from the West Indies. And of those taken from the Spaniards, must be set down, one ship of the line, thirty register ships, and twenty privateers, besides a ship of the line which was burnt.

Among the captures made by the enemy, was one East India ship, and several other prizes of considerable value.

The only King's ship taken this year, was the Achilles sloop tender belonging to the squadron at Jamaica.

The Fowey, of twenty guns, Captain Drake, was wrecked in the Gulf of Florida; the crew saved.

The Savage sloop was dashed in pieces on the Lizard point, and all on board perished.

In the course of the war, we captured from the Spaniards, one thousand two hundred and forty-nine ships; and from the French, two thousand one hundred and eighty-five; making in all, three thousand four hundred and thirty-four.

The Spaniards captured from us, one thousand three hundred and sixty; and the French, one thousand eight hundred and seventy-eight; making together, three thousand two hundred and thirty-eight; being one hundred and ninety-six ships fewer than what had been taken by the British.

Some of the prizes taken from the Spaniards, were of great value; and, on the whole, on a fair calculation, the balance in

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in favour of Great Britain, was estimated at two millions Sterling.

The Navy of France was so much reduced, as to be no longer formidable, (See Note 62.) ; and this may be truly said to have been the only advantage we gained by the war. For, by the general peace concluded this year, in October, at Aix-la-Chapelle, all the conquests made by us, as well as the French, were to be restored.

Thus, after a long and bloody contest, of near ten years continuance, increasing the national debt to near eighty millions Sterling, we found ourselves in little better condition than we began.

The treaty of Aix-la-Chapelle had for its basis, a general confirmation of all preceding treaties, from that of Westphalia downward ; and for its immediate object, as the means of a general pacification, a mutual restitution of all conquests made since the beginning of the war, with a release of all prisoners without ransom. Even in this there was a great partiality shewn to France.

Great Britain trusted to the honour of his Most Christian Majesty, in restoring the city of Madras and its dependencies ; but equal confidence was not reposed by his Most Christian Majesty in British faith : for it was stipulated, that two noblemen should be sent to France as hostages, for the delivering up of Louisburg and its dependencies ; and there to remain, until such time as authentic accounts arrived of the French being in possession of it.

The Duchies of Parma, Placentia, and Guastalla, were ceded, as a sovereignty, to the Infant Don Philip, and the heirs-male of his body ; but it was stipulated, that, in case he, or his descendants, should succeed to the crown of Spain, or that of the Two Sicilies, or die without male-issue, those territories shall return to the present possessors, the Empress-Queen of Hungary, and the King of Sardinia, or their descendants.

The treaty of the Assiento, signed at Madrid, the 27th of March 1713, with the privilege of the annual ship, were confirmed, during the reverfionary term of four years, from which it had been suspended by the war. Dunkirk to remain fortified

ed on the land-side, in its present state ; and on the side towards the sea, on the footing of ancient treaties.

All the contracting powers guaranteed to his Prussian Majesty, the Dutchy of Silesia, and the County of Glatz. And such of the same powers as had guaranteed the Pragmatic Sanction of the Emperor Charles VI. for securing to his daughter, the present Empress-Queen of Hungary and Bohemia, the undivided succession of the House of Austria ; renewed the same, in the most solemn manner, with the exception of the cessions made by this and former treaties.

But, the grand matter which had been the occasion of this bloody and expensive war,—the right of British ships to navigate the American seas without being searched, was not so much as mentioned. And our unquestionable right to the province of Nova Scotia, called by the French Acadia, was to be left to the discussion of Commissaries to be named for that purpose. This last article, not being properly discussed and settled, was productive of another bloody war.

THE END OF THE FIRST VOLUME.



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APPENDIX to VOL. I.

Note 1. Ships put in Commission in January 1728.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Kinsale,	40	280	Lord Vere Beauclerk.
Adventure,	40	280	Lord Muskerry.
Gosport,	40	280	Duncan Drake.
Southampton,	40	280	Edward Brooke.
Loo,	40	280	Thomas Waterhouse.
Dover,	40	280	Matthew Consett.
Sapphire,	40	280	John Smith.
Phoenix,	20	125	Arthur Jones.
Experiment,	20	125	Henry Reddish.
Otter,	} Sloops	60	John Barnsley.
Hawke,		80	John Thomas.

Note 2. Ships put in Commission in June 1728.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Cornwall,	80	520	Richard Hughes.
Princess Amelia,	80	520	Richard Lestock.
Grafton,	70	440	Nicholas Haddock.
Nassau,	70	440	Robert Coleman.
Kent,	70	440	Con. Narborough.
Royal Oak,	70	440	Edward Falkingham.
Sunderland,	60	390	Hon. George Clinton.
Kingston,	60	365	Francis Danfie.
Dreadnought,	60	365	Christ. O'Brien.
York,	60	365	John Cockburn.
Guernsey,	50	280	John St Loe.
Severn,	50	280	John Flemming.
Falkland,	50	280	Samuel Atkins.
Winchester,	50	280	James Lock.
Affiance,	50	280	Thomas Graves.

In August 1728, the Names of the following Ships belonging to his Majesty were changed, viz.

The Breda of 70 guns,	to the Prince Frederick.
Princess of 90 guns,	to the Princess Royal.
Vanguard of 90 guns,	to the Duke.
Humber of 80 guns,	to the Princess Amelia.
Ranelagh of 80 guns,	to the Princess Caroline.
Mary of 60 guns,	to the Princess Mary. And
Launceston of 40 guns,	to the Princess Louisa.

Note 3. Copy of the King's Letter to the King of Spain.

SIR, MY BROTHER,

June 21st 1721.

I have learned with great satisfaction, by the report of my Ambassador at your Court, that your Majesty is at last resolved to remove the obstacles that have, for some time, delayed the entire accomplishment of our Union. Since, from the confidence which your Majesty expresses toward me, I may look upon the treaties which have been in question between us as re-established; and that, accordingly, the instruments necessary for the carrying on the trade of my subjects, will be delivered out: I do no longer balance to assure your Majesty of my readiness to satisfy you, with regard to your demand touching the restitution of Gibraltar; promising you to make use of the first favourable opportunity to regulate this article, with the consent of my Parliament. And to give your Majesty a farther proof of my affection, I have ordered my Ambassador, as soon as the negotiation with which he has been charged shall be finished, to propose to your Majesty, new engagements to be entered into in concert, and jointly with France, suitable to the present conjuncture, not only for strengthening our Union, but also for securing the tranquillity of Europe: Your Majesty may be persuaded, that I, on my part, will shew all the facility imaginable, promising myself that you will do the same for the mutual benefit of our kingdoms; being most perfectly, Sir, my Brother, Your Majesty's Good Brother,

To the King of Spain,
Monfieur, my Brother.

GEORGE, R.

Note 4. List of the Fleet under the Command of Sir Charles Wager, assembled at Spithead 1729.

B R I T I S H.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Cornwall,	80	520	{ Sir Charles Wager, Kt, Admiral, Capt. Falkingham.
Princess Amelia,	80	520	
			{ Sir George Walton, Kt, Vice- Admiral of the White, Capt Davis.
Burford,	70	440	Ogle.
Berwick,	70	440	Norbury.
Grafton,	70	440	Haddock.
Kent,	70	440	O'Brien.
Monmouth,	70	440	Purvis.
Nassau,	70	440	Coleman.
Royal Oak,	70	440	Lestock.
Dreadnought,	60	365	Geddes.

Kingston,

Note 5.
 their
 1730.

FIRST

Ship
 Royal A
 Britannia
 Royal G
 London,

A P P E N D I X.

3

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Kingston,	60	365	Danfie.
Lion,	60	365	Reddish.
Sunderland,	60	365	Man.
York,	60	365	St Loc.
Argyle,	50	280	Roberts.
Falkland,	50	280	Atkins.
Guernsey,	50	280	Cockburn.
Leopard,	50	280	Warren.
Portland,	50	280	Rowzier.
Winchester,	50	280	Lock.
Kinfale,	40	190	Hervey.
Enterprize,	40	190	Smith.
Adventure,	40	190	Lord Muskerry.
Solebay,	22	115	Sparks.
Thunder bomb,	6	45	Trevor.
Pool,	} fire-ships,	50	Herbert.
Griffin,		50	Bennet.

D U T C H.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Leyden,	64	400	V. A. Sommeldykt.
Utrecht,	64	350	Capt. Schryven.
Nassau,	64	350	Grendat.
Statinburgh	64	350	Vandergraff.
Ter Veer,	64	350	Wilschot.
Pollaren,	52	270	Reymst.
Twickloo,	52	270	Hooft.
Beckviel,	52	270	Grood.
Ramhorst,	52	270	Baarden.
Edam,	44	200	Vigh.
Neordwyk op Zoom,	44	200	Deule.
Gorcum,	44	200	Van Reed.

a Bomb-ketch, and a Store-ship.

Note 5. A List of his Majesty's Ships and Vessels, with their Tonnage and Number of Guns, November 1. 1730.

FIRST RATES, whose Complement of Men is from 780 to 680.

<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>
Royal Anne,	100	1870	Royal Sovereign,	100	1883
Britannia,	100	1900	Victory,	100	1870
Royal George,	100	1801	Royal William,	100	1918
London,	100	1711			

(A 2)

SECOND

A P P E N D I X.

SECOND RATES, whose Complement of Men is from 680 to 585.

<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>
Barfleur,	90	1565	Neptune,	90	1572
Blenheim,	90	1557	Prince,	90	1482
Duke,	90	1551	Princess Royal,	90	1470
Prince George,	90	1586	Ramillies,	90	1396
St George,	90	1567	Sandwich,	90	1573
Marlborough,	90	1567	Union,	90	1578
Namur,	90	1567			

THIRD RATES, whose Complement of Men is from 520 to 380.

<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>
Princess Amelia,	80	1353	Captain,	70	1131
Boyne,	80	1301	Elizabeth,	70	1104
Princess Caroline,	80	1350	Essex,	70	1190
Cambridge,	80	1286	Edinburgh,	70	1119
Chichester,	80	1278	Prince Frederick,	70	1119
Cornwall,	80	1370	Grafton,	70	1133
Cumberland,	80	1308	Hampton Court,	70	1137
Devonshire,	80	1305	Ipſwich,	70	1142
Dorsetshire,	80	1283	Kent,	70	1130
Lancaster,	80	1366	Lenox,	70	1128
Newark,	80	1283	Monmouth,	70	1115
Norfolk,	80	1393	Nassau,	70	1104
Ruffell,	80	1350	Northumberland,	70	1133
Shrewsbury,	80	1314	Royal Oak,	70	1106
Somerſet,	80	1350	Orford,	70	1099
Torbay,	80	1296	Revenge,	70	1104
Berwick,	70	1147	Suffolk,	70	1129
Bedford,	70	1073	Stirling Caſtle,	70	1138
Burford,	70	1147	Yarmouth,	70	1111
Buckingham,	70	1128			

FOURTH RATES, whose Complement of Men is from 365 to 240.

<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>
Canterbury,	60	964	Montagu,	60	920
Centurion,	60	1001	Nottingham,	60	928
Deptford,	60	951	Pembroke,	60	951
Dunkirk,	60	951	Plymouth,	60	954
Dreadnought,	60	938	Rupert,	60	930
Defiance,	60	949	Rippon,	60	1023
Exeter,	60	949	Sunderland,	60	951
Kingſton,	60	919	Swallow,	60	951
Lyon,	60	914	Superb,	60	1023
Princess Mary,	60	914	Tilbury,	60	951
Medway,	60	914	Windſor,	60	951

Warwick

Ships.
 Warwick
 York,
 Advice,
 Assistance,
 St Alban
 Antelope,
 Argyle,
 Burlingto
 Bristol,
 Chatham
 Chester,
 Colcheſte
 Dartmou
 Dragon,
 Falkland
 Falmouth
 Glouceſt
 Greenwi
 Guernſey
 Hampſh
 Jerſey,
 FIFTH
Ship
 Angleſey
 Adventu
 Diamon
 Dover,
 Enterpri
 Folkeſto
 Feversha
 Fowey,
 Goſport,
 Haſting
 Hector,
 Kinſale,
 Ludlow
 SIXT
Ship
 Tartar,
 Aldboro
 Blandfor
 Biddefor
 Deal Ca
 Durlſey
 Dolphin
 Warwick

APPENDIX

6

	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>
85.	Warwick,	60	951	Litchfield,	50	756
	York,	60	987	Leopard,	50	762
nnage.	Advice,	50	714	Newcastle,	50	756
572	Assistance,	50	750	Nonfuch,	50	687
482	St Alban's,	50	687	Norwich,	50	703
470	Antelope,	50	684	Oxford,	50	767
396	Argyle,	50	764	Portland,	50	772
573	Burlington,	50	756	Preston,	50	682
578	Bristol,	50	704	Panther,	50	716
	Chatham,	50	756	Ruby,	50	707
	Chester,	50	704	Romney,	50	756
80.	Colchester,	50	756	Rochester,	50	719
	Dartmouth,	50	712	Salisbury,	50	756
nnage.	Dragon,	50	704	Severn,	50	683
1131	Falkland,	50	776	Stratford,	50	756
1104	Falmouth,	50	761	Sutherland,	50	676
1190	Gloucester,	50	756	Tyger,	50	712
1119	Greenwich,	50	756	Weymouth,	50	714
1119	Guernsey,	50	707	Woolwich,	50	760
1133	Hampshire,	50	690	Winchester,	50	711
1137	Jersey,	50	677	Worcester,	50	719
1142						

FIFTH RATES, whose Complement of Men is from 200 to 135.

	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>
1104	Anglesey,	40	601	Looe,	40	553
1133	Adventure,	40	508	Lark,	40	598
1106	Diamond,	40	595	Princess Louisa,	40	603
1099	Dover,	40	604	Lynn,	40	554
1104	Enterprize,	40	531	Mary Galley,	40	595
1129	Folkestone,	40	594	Pearl,	40	595
1138	Feverham,	40	595	Portsmouth,	40	595
1111	Fowey,	40	528	Roebeck,	40	595
	Gosport,	40	530	Sapphire,	40	534
	Hastings,	40	534	South Sea Castle,	40	553
240.	Hector,	40	607	Torrington,	40	595
Tonn.	Kinsale,	40	607	Mermaid,	30	421
920	Ludlow Castle,	40	595			

SIXTH RATES, whose Complement of Men is from 140 to 110.

	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>
930	Tartar,	22	420	Flamborough,	20	377
1023	Aldborough,	20	373	Fox,	20	375
951	Blandford,	20	375	Gibraltar,	20	375
951	Biddesford,	20	372	Greyhound,	20	371
1023	Deal Castle,	20	375	Garland,	20	375
951	Dursley Galley,	20	372	Lowestoffe,	20	378
951	Dolphin,	20	375	Lyme,	20	376
arwick				Phoenix,		

<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonn.</i>
Phoenix,	20	375	Seaford,	20	375
Rose,	20	377	Sheerness,	20	375
Rye,	20	372	Winchelsea,	20	415
Scarborough,	20	376	Lively,	20	279
Seahorse,	20	375	Port-Mahon,	20	282
Shoreham,	20	379	Solebay,	20	272
Squirrel,	20	377	Success,	20	275

SLOOPS OF WAR, whose Complement of Men is from 100 to 45.

<i>Ships.</i>	<i>Car.</i>	<i>Guns.</i>	<i>Swivel.</i>	<i>Tonn.</i>	<i>Ships.</i>	<i>Car.</i>	<i>Guns.</i>	<i>Swivel.</i>	<i>Tonn.</i>
Bonetta,	4	4		66	Shark,	10	4		124
Cruizer,	6	4		100	Spy,	6	4		103
Drake,	4	10		207	Swift,	6	4		93
Ferret,	4	4		67	Spence,	6	10		207
Happy,	10	16		114	Tryal,	8	6		142
Hawke,	6	4		100	Weazel,	6	4		102
Otter,	4	4		91					

FIRE-SHIPS.

<i>Ship.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ship.</i>	<i>Guns.</i>	<i>Tonn.</i>	<i>Ship.</i>	<i>Guns.</i>	<i>Tonn.</i>
Bridgewater,	8	411	Griffin,	8	264	Pool,	8	382

BOMB-KETCHES.

<i>Ships.</i>	<i>Car.</i>	<i>Guns.</i>	<i>Swivels.</i>	<i>Tonnage.</i>	
Salamander,	6		8	283	} Carry 2 Mortars each.
Terrible,	6		8	263	
Thunder	4			254	
					Carries 1 Mortar.

STORE-SHIP.

<i>Ship.</i>	<i>Guns.</i>	<i>Tonnage.</i>
Success,	20	547

YACHTS.

<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Tonnage.</i>
Carolina,	10	195	Katherine,	8	164
Charlotte,	8	153	Mary,	8	160
Dublin,	12	148	William and Mary,	10	151
Fubbs,	8	151			

Note

A P P E N D I X.

7

Tonn.

375

375

415

279

282

272

275

45.

Tonn.

124

103

93

207

142

102

Tonn.

382

h.

Note

Note 6. List of the Fleet that went to Spain in 1731, under the command of Sir Charles Wager, to escort the Spanish Troops to Leghorn.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Namur,	90	680	{ Sir Charles Wager, Kt, Admiral of the Blue. Capt. Falkingham Sir John Balchen, Kt, Rear-Adm. of the White. Capt. Roberts.
Norfolk,	80	520	
Cornwall,	80	520	
Princess Amelia,	80	520	Lord Forbes.
Hampton Court,	70	440	Reddih.
Grafton,	70	440	Lord Vere Beauclerk.
Edinburgh,	70	440	Haddock.
Buckingham,	70	440	Ogle.
Royal Oak,	70	440	Brown.
Captain,	70	440	Leftock.
Suffolk,	70	440	Dent.
Berwick,	70	440	Davis.
Kent,	70	440	Norbury.
Canterbury,	60	365	O'Brien.
Dreadnought,	60	365	Hook.
Exeter,	60	365	Geddes.
York,	60	365	Durell.
Princess Louisa,	60	365	Vanburgh.
Portland,	50	280	Cotterell.
Romney,	50	280	Rowzier.
Advice,	50	280	Medley.
Assistance,	50	280	Martin.
Kinfale,	40	200	Graves.
Diamond,	40	200	Harvey.
Torrington,	40	200	Anson.
			Fitch.
	1580	9745	

Note 7. List of Ships Commissioned in 1734.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
FIRST RATE.		
* Britannia,	110	Thomas Whitney.
SECOND RATES.		
* Blenheim,	90	
Namur,	90	
THIRD RATES.		
Princess Amelia,	80	
Cornwall,	80	

* Devonshire

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders</i>
* Devonshire,	80	Hon. Charles Stuart. Sir John Charleton.
* Dorsetshire,	80	
Lancaster,	80	
Norfolk,	80	
Newark,	80	
Torbay,	80	
Somerset,	80	Richard Lestock.
* Bedford,	70	Peter Vauburgh.
* Burford,	70	
Berwick,	70	
Buckingham,	70	
Captain,	70	
Edinburgh,	70	
Grafton,	70	
Hampton Court,	70	
Ipswich,	70	
Kent,	70	
Lenox,	70	
* Monmouth,	70	Hon. George Clinton, James Gunman.
* Northumberland,	70	
Royal Oak,	70	
Orford,	70	
Revenge,	70	
Suffolk,	70	
Stirling Castle,	70	R. Rowzier.
Yarmouth,	70	James Poole.
FOURTH RATES.		
* Centurion,	60	Sam. Atkins.
* Canterbury,	60	
* Deptford,	60	James Luck.
Dreadnought,	60	Thomas Davers.
* Defiance,	60	Joseph Fletcher.
Exeter,	60	
Kingston,	60	John Yetts.
* Medway,	60	Sam. Braithwaite.
Montagu,	60	
Nottingham,	60	J. Hildersley.
* Pembroke,	60	Matt. Confett.
* Plymouth,	60	Hon. Will. Hervey.
Rupert,	60	Isaac Townsend,
Sunderland,	60	
Swallow,	60	
Tilbury,	60	Thomas Williams.
* Warwick,	60	Edward Brooke.
Windfor,	60	William Smith.
York,	60	
Antelope,	50	
* Argyle,	50	Francis Drake.

• Falkland

SHIPS.
 • Falkland
 • Falmouth
 • Litchfield
 • Leopold
 • New
 • Port
 • Rom
 • Salis
 FIFTH
 • Dian
 • Kin
 • Prin
 • Pear
 • Roel
 Torr

Ships.
 • Oldborough
 • Sandford,
 • Middleford,
 • Royal Castle,
 • Hurley Gal
 • Dolphin,
 • Experiment
 • Lamborough
 • ex,
 The ships
 are ordered

Note 8. pay
 li

Ships.
 • Britann

Princel

Namur

Princel
 Torbay
 Norfol
 Grafto
 Captain
 Berwic
 VOL.

APPENDIX

5

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Falkland,	50	Hon. Fitzroy H. Lee.
Falmouth,	50	
* Litchfield,	50	Sir Yelverton Peyton.
* Leopard,	50	Peter Warren.
Newcastle,	50	
* Portland,	50	Peter Osborn,
Romney,	50	
Salisbury,	50	

FIFTH RATES.

Diamond,	40	
* Kinsale,	40	Forester.
* Princess Louisa,	40	John Trevor.
Pearl,	40	
* Roebuck,	40	Crawford.
Torrington,	40	

SIXTH RATES.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Edinburgh,	20	Gibraltar,	20	Scarborough,	20
Landford,	20	Greyhound,	20	Squirrel,	20
Eddeford,	20	Garland,	20	Seaford,	20
Real Castle,	20	Lowestoffe,	20	Sheerness,	20
Whitby Galley,	20	Lyme,	20	Lively,	20
Polphin,	20	Phoenix,	20	Winchelsea,	20
Experiment,	20	Rose,	20	Solebay,	20
Amberborough,	20	Rye,	20	Port-Mahon,	20
Box,	20				

The ships marked thus * were not then put in Commission, but were ordered to be docked and cleaned for sea-service.

Note 8. page 31. List of the Fleet sent to Lisbon to the assistance of the King of Portugal in 1735.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Britannia,	100	Sir John Norris, Adm. of the Fleet.
		Capt. Thomas Whitney.
Princess Amelia,	80	Sir John Balchen, Vice Admiral of the Red.
		Capt.
Namur,	90	Richard Haddock, Rear-Adm. of the White.
		Capt.
Princess Caroline,	80	Gerlington.
Torbay,	80	Piercy.
Norfolk,	80	Sir J. Charleton.
Grafton,	70	Davers.
Captain,	70	Geddes.
Berwick,	70	Hon. G. Clinton.

VOL. I.

(B)

Kent,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Kent,	70	Capt. Davis.
Royal Oak,	70	Solgard,
Hampton Court,	70	Mighells.
Buckingham,	70	Brown.
Burford,	70	Vanburgh.
Orford,	70	Mann.
Dreadnought,	60	Medley.
York,	60	Williams.
Sunderland,	60	Martin.
Defiance,	60	Trevor.
Leopard,	50	Warren.
Swallow,	50	Graves.
Warwick,	50	Brook.
Deptford,	50	Cornwall.
Pembroke,	50	Hon. Thomas Hervey.
Litchfield,	50	Sir Y. Peyton.
Greyhound,	20	Ambrose.
Pool, } fireships, {	8	Wallis.
Griffin, }	8	Faulknor.

Note 9. The King of Great Britain's Declaration of War against Spain, and the King of Spain's Declaration of War against Great Britain.

His Britannic Majesty's Declaration of War against Spain 1739.

WHEREAS many unjust seizures have been made, and depredations carried on for several years in the West Indies, by Spanish Guarda Costas, and other ships, acting under the commission of the King of Spain or his governors, contrary to the treaties subsisting between us and the Crown of Spain, and to the law of nations, to the great prejudice of the lawful trade and commerce of our subjects; and great cruelties and barbarities have been exercised on the persons of divers of our subjects, whose vessels have been so seized, and the British Colours have been so insulted in the most ignominious manner: And whereas we have caused frequent complaints to be made to the King of Spain, of these violent and unjust proceedings, but no satisfaction or redress has been given for the same, notwithstanding the many promises made, and cédulas issued, signed by the said King, or by his order, for that purpose: And whereas the evils above mentioned have been principally occasioned by an unwarrantable claim and pretension, set up on the part of Spain, that the Guarda Costas, and other ships authorized by the King of Spain, may stop, detain, and search the ships and vessels of our subjects navigating in the American Seas, contrary to the liberty of navigation, to which our subjects have not only an equal right with those of the King of Spain, by the law of nations, but which is moreover expressed

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ly acknowledged and declared to belong to them by the most solemn treaties; and particularly by that concluded in the year 1670: And whereas the said groundless claim and pretension, and the unjust practice of stopping, detaining, and searching ships and vessels navigating in the seas of America, is not only of the most dangerous and destructive consequence to the lawful commerce of our subjects, but also tends to interrupt and obstruct the free intercourse and correspondence between our dominions in Europe and our colonies and plantations in America, and by means thereof to deprive us and our subjects of the benefit of those colonies and plantations, a consideration of the highest importance to us and our kingdoms; and a practice which must affect, in its consequence, all other Princes and States of Europe possessed of settlements in the West Indies, or whose subjects carry on any trade thither: And whereas, besides the notorious grounds of complaint above mentioned, many other infractions have been made on the part of Spain of the several treaties and conventions subsisting between us and that Crown, and particularly of that concluded in the year 1667, as well by the exorbitant duties and impositions laid upon the trade and commerce of our subjects, as by the breach of ancient and established privileges, stipulated for them by the said treaties; for the redress of which grievances, the strongest instances have been, from time to time, made by our several ministers residing in Spain, without any effect: And whereas a convention for making reparation to our subjects for the losses sustained by them on account of the unjust seizures and depredations committed by the Spaniards in America, and in order to prevent for the future all the grievances and causes of complaint therein taken notice of, and to remove absolutely and for ever, every thing which might give occasion thereto, was concluded between us and the King of Spain, on the 14th day of January last N. S. by which convention it was stipulated, that a certain sum of money should be paid at London, within a term therein specified, as a balance admitted to be due on the part of Spain, to the Crown and subjects of Great Britain, which term expired on the 25th day of May last, and the payment of the said sum was not made according to the stipulation for that purpose; by which means the convention above mentioned was manifestly violated and broken by the King of Spain, and our subjects remained without any satisfaction or reparation for the many grievous losses sustained by them; and the methods agreed upon by the said convention, in order to the obtaining future security for the trade and navigation of our subjects, are, contrary to good faith, frustrated and defeated; in consequence of which we found ourselves obliged, for vindicating the honour of our Crown, and for procuring reparation and satisfaction for our injured subjects, to order, that general reprisals should be granted against the said King of Spain, his vassals and subjects, and their ships, goods, and effects: And whereas the Court of Spain has been induced to colour the open violation of the convention aforesaid, by reasons and pretences which are void of all foundation, and at the same time, has not only published an order signed by the said King,

for seizing the ships, goods, and effects belonging to us and our subjects, wherever they shall be met with, but has caused seizures to be actually made of the goods and effects of our subjects residing in his dominions, and has also ordered our said subjects to depart out of the Spanish dominions within a short limited time, contrary to the express stipulations of the treaties between the two Crowns, even in case of a war actually declared: We have taken into our royal and most serious consideration, these injuries which have been offered to us and our subjects, and the manifest violation of the several treaties subsisting between the two Crowns, all which have been, in many particulars, eluded or evaded, by the unwarrantable behaviour of the Court of Spain and their officers, notwithstanding the repeated instances we have given of our desire to cultivate a good understanding with the King of Spain, and the essential proofs of our friendship and regard for him and his family, which we have demonstrated to all the world; and being fully satisfied, that the honour of our Crown, the interest of our subjects, and that regard which ought to be had to the most solemn treaties, call upon us to make use of the power which God has given us, for vindicating our undoubted rights, and securing to our loving subjects the privileges of navigation and commerce to which they are justly intitled; We therefore, relying on the help of Almighty God, who knows the uprightness of our intentions, have thought fit to declare, and do hereby declare war against the said King of Spain; and we will, in pursuance of such declaration, vigorously prosecute the said war, being assured of the ready concurrence and assistance of all our loving subjects in so just a cause, wherein the honour of our Crown, the maintenance of our solemn treaties, and the trade and navigation of our subjects, (which are so essential to the welfare and prosperity of this nation, and which we are determined at all times with our utmost power to preserve and support) are so greatly concerned: And we do hereby will and require our generals and commanders of our forces, our commissioners for executing the office of High Admiral of Great Britain, our lieutenants of our several counties, governors of our forts and garrisons, and all other officers and soldiers under them, by sea and land, to do and execute all acts of hostility in the prosecution of this war against the said King of Spain, his vassals and subjects, and to oppose their attempts; and we do hereby command, as well our own subjects, as advertise all other persons of what nation soever, not to transport or carry any soldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the said King of Spain; declaring, that whatsoever ship or vessel shall be met withal transporting or carrying any soldiers, arms, powder, ammunition, or other contraband goods to any of the territories, lands, plantations, or countries of the said King of Spain, the same being taken, shall be condemned as good and lawful prize.

Given at our Court at Kensington, the 19th day of October 1739 in the 13th year of our reign. God save the King.

The King

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The King of Spain's Declaration of War against Great Britain.

The KING.

I. WHEREAS my forbearance can no longer dissemble with the irregular pretensions of England, her failure in faith to treaties, and the declaration of war proclaimed lately at London against this crown; and, founding on my notorious rights, and swayed by what is dictated by a natural defence, am resolved likewise, that, in this court, against the British King, his kingdoms and subjects, the same shall be published and executed in the like manner in all my dominions by sea and land, laying on embargoes, and committing all sorts of hostilities against the subjects of the said nation; and in consequence thereof entirely to exclude them from all sorts of commerce and trade in these kingdoms and other dominions belonging to this crown; and that at the same time all English-born subjects that are not naturalized shall immediately withdraw: only such as are in any mechanic office may remain. For which purpose I do command that this shall be complied with, and executed under the following dispositions and declarations.

II. That for the future the trade and commerce with all the English subjects shall be illicit and prohibited, and all their manufactures, merchandizes and produce, as likewise whatsoever they shall treat, negotiate, and transact in these kingdoms, in such manner as the prohibition of the said trade is to be understood, as I will and understand it, to be absolutely and really forbidding and hindering the importation of the said commodities, produce, goods, merchandizes, and manufactures of the said dominions; pursuant to the prohibition which is made, and I do make, by these presents, to all the vassals and subjects of England: And I do order and command, that in none of my ports in these kingdoms shall be admitted any vessels with the goods, fabrics, or produce of the said dominions, and that no entrance shall be granted nor permittance given to introduce the same by land, in what manner or form soever; and that all the said produce, goods, manufactures, and merchandizes in these kingdoms, shall be deemed illicit and prohibited, wheresoever they may come from, be found, or seized, in ships, vessels, exchanges, shops, or houses of merchants, and any other particular persons whatsoever, although they be subjects and vassals of me, or of the kingdoms, provinces, and states, with whom I am in peace, alliance, and in free commerce: With whom it is my royal resolution at the same time to preserve the peace, as also the freedom and liberty of trade, which according thereunto are to be preserved in these kingdoms, and the free admission of their ships and traffic in their several kinds, properly and privately belonging to their countries, provinces, and conquests, or manufactured in the same. And I likewise do declare those merchandizes, products, and manufactures, to be illicit and forbidden, which have been manufactured or made in my dominions, or in those of my friends and allies, but have been dyed or whitened by, or consigned to the English, and which have by them been made up, and have paid

paid the duties thereof; renewing, as I do renew by this present prohibition, as the same concerns the said dominions belonging to England, whatsoever is ordained by the laws, cédulas, and pragmatics, issued in that respect.

III. And in order to know and specify what are the produce, manufactures, and merchandize belonging to the said dominions of England, and what is illicit and prohibited, in case any one party grounds his defence thereon; I do order, that the judge before whom an information shall be laid, or the goods shall be seized by way of enquiry or any wise whatsoever, shall appoint a skilful person, according to the kind of goods that are seized; and the person in whose possession the same shall be found, and against whom any information is laid, shall appoint another; who, upon oath, (and under penalty of treason, which I decree against them if they do not well and faithfully perform their duty), shall declare what kind of merchandizes those are that are laid before them, and of what fabric or produce, and in case they are decided to be of the said dominions, they shall be forthwith declared forfeited; and in case those two should not agree, the judge shall nominate a third person, who shall declare in the same form, and under the same penalty; and in case the two referees do agree, execution shall be granted without any farther defence in the same cause. And to the end that they may be informed of those goods and merchandizes that are of the said manufactures, produce, and prohibited goods, to be proper, and especially belonging to the said English dominions, it is my will that judges shall be applied to, who shall hear and examine into the minutest articles thereunto belonging.

IV. And forthwith I declare all those merchandizes, produce, and manufactures of the said dominions, that shall be found in these kingdoms, in the possession of any one of my subjects, or of any inhabitant there, though he be of the kingdoms and estates of allies and friends, and in any vessels, carriages, or vehicles wheresoever they shall be found, to be forfeited in case of contravention; reserving in this respect to the vessels and ships of our friends and allies, those treaties of peace agreed with them. And I do give the third part of the said forfeiture to my exchequer, one other third part to the judge, and the other third to the informer: ordering both judge and informer to appear as soon as sentence of forfeiture is passed, and give a depository security to make restitution in case the sentence should be reversed. And further, besides the penalty as aforesaid, I inflict the pain of death, and the loss of all their goods, to be forfeited to my exchequer, on those that shall import, or give any help or assistance to the importation thereof into my kingdoms, the crime being regularly proved: and upon those with whom they are found, but who did not import the same, I do inflict the penalty of the loss of the said merchandizes; which, being illicit and prohibited, I apply in three parts in manner aforesaid. And further, upon regular proof, I do condemn the *mala fide* possessors of the said prohibited merchandizes, knowing them to be such, in the forfeiture of all their goods,

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be appropriated to my exchequer: which person, as it is to be understood, shall declare of whom he has received the same; yet in case he does not declare the same, he shall be deemed the chief importer, and subject to the said penalties; wherein shall be no mitigation, nor arbitration of any judge of what degree soever, nor of any tribunal, nor court of judicature, unless they have acquainted me therewith.

V. And I do order, that all the places, houses, and shops of merchants and traders, at least from four to four months, (without any fixed day being given) shall be visited, and all the goods found there shall be enquired into; and whatsoever shall be found to be illicit and prohibited, shall be declared as such, and forfeited, the writings being drawn in the usual form: and in case the possessor should deny the same to be of the said prohibited quality, they shall proceed to the proof and declaration, by naming such skilful persons as above mentioned, making the said enquiries by dint of office, without any necessity of a preceding defamation or information whatsoever; however so that they shall not have liberty to do the same in any private houses, that are not merchants, unless the same be notorious by information, or any other legal denunciations, importing, that goods and other commodities prohibited by this cedula, are concealed there. And in order to facilitate the said enquiry, and prove against whom it may concern, I do order that all merchants and traders of these kingdoms, natives as well as strangers, shall keep books of account and transactions in the Spanish language, wherein they shall set down and mention therein, whatever they buy, in order to declare and produce the same before those judges that shall demand the same, as often as it shall be required. And in respect thereunto, I do order that the 61st law, tit. 18. of the 6th book of the *Recapitulations*, and the penalties prescribed therein, be kept sacred; but without any aim to alter any the least thing mentioned in the said ordinance, as adjusted with those Kings, Princes, States, and Republics I am in peace with, and according to their alliances of a free trade; which rather are confirmed, and shall remain in their full force, as mentioned in the same ordinance.

VI. And that no person whatsoever, of what quality the same may be or hold, may be exempted from any penalty which such pre-judicial crimes may require; I do order that none shall avail themselves, in so far as regards this, of any privilege or pre-eminence whatsoever, such as, being of any military orders, titular officers, or belonging to the inquisition, captains, soldiers, as well those of my guard, as any ordinary ones of my kingdoms, soldiery or artillery, my court servants, registers, or any others that pretend to be exempted from the ordinary courts of justice: And that all that shall act in opposition to this ordinance, shall be punished by the penalties appointed for that purpose; and that no exemption nor privilege shall help them to any mitigation, nor in any wise whatsoever.

VII. And whereas, for the inviolable observance of what is ordained,

bidden, commanded, and prohibited, in this present ordinance, it is necessary, for the execution thereof, to prohibit the countries and dominions of the King of England; all trade to these kingdoms; it is my will and pleasure to grant no permission nor licence to import any produce, merchandizes, and manufactures, nor any goods of the said dominions, into this country: and in case any is given, I do revoke, annul, and declare the same void; commanding my councils, viceroys, tribunals of justice, and magistrates, with whose advice such licences were formerly granted, that from henceforward they give no advice or consent to such licences; and I forbid all application to me for the same, what motive, cause, or reasons soever, for that purpose, they may have.

VIII. And considering it would not be just to prohibit the trade of those sorts of goods, which before the breaking out of the war, and in due time were imported from the English dominions; as also to give no encouragement to import others, which on pretence of their vent may follow; I do declare, that all the merchants that shall have in their possession, any goods, merchandizes, or produce of the said dominions, within fifteen days after the publication of this my ordinance, which is fixed for a peremptory term, shall declare and register the same in our court, before the minister whom I shall appoint to decide those controversies; and in other cities, towns, and places, before the judges which I shall likewise nominate; and in case there be no such appointed or nominated, before the ordinary court, to whom, in defect thereof, I give the same jurisdiction: And those that are not registered before the term of the said fifteen days shall be immediately condemned and proceeded against according to order. And for the consumption of those which shall be registered, and which shall be declared and marked, two months time shall be given; which being expired, the merchants and traders shall be obliged to deliver the said goods to the custom-houses; and in those places where there are none, to the public halls or court-houses: and that the same shall be sold by public auction, in the presence of the minister or ministers deputed for that purpose; and, in default of them, of the court; who shall deliver the produce thereof to the owners, without power to have any of the said prohibited goods brought again to their shops or warehouses, of what sort soever, according to the formalities heretofore practised.

And it is my pleasure, that all this be complied with and inviolably executed. And to the end that no body may plead any ignorance of what is contained in this ordinance, I do command that the same be published by my council of war in this court, and that they give the necessary orders for the execution thereof, according to custom in the like cases.

Done at Buen Retiro, on the 28th of November 1739.

I the KING.

Don Casimiro de Uztariz.

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Note 10. A list of the Fleet under Vice-Admiral Vernon, when he sailed from England in 1739.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Lenox,	70	480	Capt. Colvill Mayne,
Pearl,	40	240	Hon. Edward Legge.
Worcester,	60	400	Perry Mayne.
Elizabeth,	70	480	Edw. Falkingham.
Burford,	70	500	{ Edward Vernon, Vice-Admiral of the Blue.
			{ Capt. Thomas Watson.
Kent,	70	480	Thomas Durell.
Strafford,	60	400	Thomas Trevor.
Norwich,	50	300	Richard Herbert.
Princess Louisa,	60	420	Thomas Waterhouse,
450 3700			

Note 11. Vice-Admiral Vernon's Line of Battle at the Attack of Porto-Bello 1739.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Hampton Court,	70	495	{ Commodore Brown.
			{ Capt. Dent.
Norwich,	50	300	Herbert.
Worcester,	60	400	P Mayne.
Burford,	70	500	{ Edward Vernon, Vice-Admiral of the Blue.
			{ Capt. T. Watson.
Strafford,	60	400	T. Trevor.
Princess Louisa,	60	400	T. Waterhouse.

P O R T O - B E L L O .

The town stands in lat. 9. 33. N. lon. 79. 45. W. on the North side of the Isthmus of Darien, which running from east to west betwixt the north and south seas, joins the two continents of North and South America. It is seventy miles from Panama, which lies on the south side of the Isthmus. Porto-Bello has a convenient bay, about a mile deep, with good anchorage and shelter for ships; it is near a mile broad at the mouth of the harbour. At the entrance on the north side of the bay close by a steep rock, stood a strong castle, called the Iron castle, mounting seventy-eight great guns, with a battery beneath, parallel with the water, of twenty-two guns, the whole garrisoned by 300 men. On the opposite side of the bay, about a mile farther up, on an eminence, stood Gloria castle, consisting of two regular battions toward the sea, mounting ninety guns, besides a line of eight guns pointing to the mouth of the harbour: the

whole garrisoned by 400 men. A little above this castle, near the other end of the town, on a sandy point running into the bay, stood Castle or Fort St Jeronimo; a fort of quadrangular redoubt, strongly built, and mounting twenty pieces of cannon. Under the cannon of the two last-mentioned castles, all the ships in the harbour rode at anchor: and this defence, with artillery mounted on Iron castle, rendered the entrance of the harbour extremely difficult. At the bottom of the bay lies the town of Porto-Bello, built along the shore in the form of a crescent. Its length bears no proportion to its breadth, it being narrow, having two parallel streets intersected by a few cross ones, a parade in the middle of the town, surrounded with pretty good houses. Has two churches, a treasury, a custom-house, and an exchange. The number of houses may be about 500. The east side is low and swampy, and the sea at low water leaves the shore within the harbour, a great way, bare, from the houses: the bottom being a disagreeable blackish mud, extremely fœtid and unwholesome, from the noxious vapours arising from it in this warm climate; for this reason the town is but thinly inhabited, except at the time of the fair, which alone raises the wealth of the place, it being the market through which is an annual circulation of all the wealth of Peru, and the manufactures of Europe. Here the galleons unlade most of their cargoes, and receive in return the gold and silver of the new world, which is conveyed across the isthmus partly by land and partly by means of the river Chagre. It was taken by the Buccaneers in 1688; but being afterwards more strongly fortified, it got the name of being impregnable.

Articles of Capitulation, granted by Edward Vernon, Esq; Admiral of the Blue, and Commander in chief of his Majesty's ships and vessels in the West Indies, and Commodore Brown, to Don Francisco Martines de Retez, Governor of Porto Bello; and Don Francisco de Abara, Commandant of the Guarda Costas at the same place. November 22. 1739. O. S.

I. That the garrison be allowed to march out as desired, upon condition that the King of Great Britain's troops be put in possession of the Gloria castle before four o'clock this evening, and the garrison to march out by ten o'clock to morrow morning.

That the inhabitants may either remove, or remain, under a promise of security for themselves and their effects.

II. The Spanish soldiers may have a guard if they think it necessary.

III. That they may carry off two cannon mounted, with ten charges of powder for each, and their match lighted.

IV. The gates of Gloria castle must absolutely be in possession of the King our master's troops by four o'clock, and the Spanish garrison shall remain in all safety for their persons and effects, till the appointed time for their marching out, and to carry with them the provisions and ammunition necessary for their safety.

V. That the ships, with their apparel and arms, be absolutely delivered up to the use of his Britannic Majesty; but that all the officers, soldiers, and crew, shall have three days allowed them to retire, with their personal effects; only one officer being admitted on board each ship and vessel, to take possession for the King our master, and to see this article strictly complied with.

VI. That provided the articles above are strictly complied with, and that possession be given of Castle of St Jeronimo, in the same manner as stipulated for the castle Gloria; then the clergy, the churches, and the town, shall be protected and preserved in all their immunities and properties

And that all prisoners already taken, shall be set at liberty before our leaving the port.

Given under our hands on board his Majesty's ship Burford, in Porto-Bello harbour, this 22d day of November 1739. O. S.

E. VERNON.

CHA. BROWN.

Note 12. A List of the Fleet at the taking of Chagre in 1740.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Strafford,	60 {	Edward Vernon, Vice-Admiral of the Blue.
		Capt. T. Trevor.
Princess Louisa	60	T. Waterhouse.
Windsor,	60	Hon. Geo. Berkeley.
Falmouth,	50	W. Douglas
Norwich,	50	R. Herbert
Greenwich,	50	Cha. Wyndham.
Succes,	10	Dan. Hore.
Eleanor, } fire-ships,	{ 10	Sir Robert Henley.
Alderney, } bomb-	{ 8	— Scot.
Terrible, } ketches.	{ 8	— Allen.
Cumberland, } tenders.	{ 8	Tho. Broderick.
Pompey, }		
Goodly, }		

Description of CHAGRE.

Chagre is a settlement of considerable importance to Spain, situated eighteen leagues west of Porto-Bello, at the mouth of a large river of the same name. The treasure of Peru and Chili is brought in two or three ships of war to Panama, whence it is conveyed across the isthmus, partly by land and partly by water, to Porto-Bello. At Panama it is put on mules backs, and in that manner carried eighteen Spanish leagues, through the towns of Chagre, Pequeni, and Boqueron; or first to Verta de Cruzes, eight leagues from Panama, and twenty-six from the mouth of the river Chagre, down which it is

conveyed in flat-bottomed boats in three days, if the water be high, else they may be from three to twelve days or more, as the river is full of shoals, and very shallow in summer. The castle of St Lorenzo, at the mouth of the river Chagre, stood on a high hill, ascended by steps cut in the rock, but inaccessible on the south side: it had six bastions, two of which faced the sea; the walls were palliades filled with earth, but strong as if built with stone, and surrounded with a deep ditch. At the foot of the hill is the town, where was a small fort with eight guns, and near it two batteries, of six guns each.

Articles of Capitulation for the surrender of Chagre; agreed on between Edward Vernon, Esq; Vice-Admiral of the Blue, &c. &c. and Don Juan Carlos Gutierrez de Zauillos, captain of foot, and Castillans of the castle of St Lorenzo, at the mouth of the river Chagre.

I. That, upon his Britannic Majesty's troops being put in possession of the fort of St Lorenzo, at the mouth of the river Chagre, the said Castillans, and all his garrison, be at free liberty to march out without any molestation, and may retire into the village of Chagre, or where they please.

II. That the inhabitants of Chagre may remain in all safety in their own houses, under a promise of security to them and their houses.

III. That the Guarda Costa sloops be delivered up in the condition they are, and the customhouse.

IV. That the clergy and churches in Chagre shall be protected and preserved in all their immunities.

Given under my hand on board his Britannic Majesty's ship, Strafford, at anchor before the river Chagre, March 24. 1740.

E. VERNON.

Note 13. A List of his Majesty's Ships on the American Station, and which assisted General Oglethorpe in his attack of St Augustin.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Flamborough,	20	Capt. V. Pearce, Commodore.
Hector,	40	Sir Yelverton Peyton.
Squirrel,	20	P. Warren.
Phoenix,	20	C. Fanshaw.
Tartar,	20	Hon Geo. Townshend.
Spence,	8	W. Laws.
Hawke,	8	
Wolf,	8	W. Dandridge.
South Carolina, schooner,		R. Tyrrell.

Note

APPENDIX.

31

Note 14. List of the Fleet in the Mediterranean, under the command of Rear-Admiral Haddock, &c. 1739. and 1740.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Somerſet,	80	615	{ Nicholas Haddock, Rear-Adm. of the Red. Capt. J. Barnſley.
Lancaſter,	80	600	Tyrw. Cailey.
Berwick,	70	480	If. Townſhend.
Edinburgh,	70	480	Alex. Geddes.
Ipfwich,	70	480	Wm. Martin,
Kent,	70	480	Tho. Durell.
Lenox,	70	480	Colvill Mayne.
Elizabeth,	70	480	Ed. Falkingham.
Prince of Orange,	70	480	W. Davis
Auguſta,	60	415	{ Sir Chaloner Ogle, Rear-Adm. of the Blue. Capt. Peter Lawrence.
Pembroke,	60	400	Hon. Fitzroy H. Lee.
Jerſey,	60	400	Edmund Williams,
Dragon,	60	400	Curtis Barnet.
Canterbury,	60	400	Charles Cotterell.
Plymouth,	60	400	Sir Roger Butler.
Superb,	60	400	Hon. W. Hervey.
Sunderland,	60	400	Hon. John Byng.
Advice,	50	300	Chr. Oates.
Falkland,	50	300	J. Oliphant.
Glouceſter,	50	300	Hon. G. Clinton.
Cheſter,	50	300	T Cooper.
Oxford,	50	300	James Compton.
Eltham,	40	250	Lord Aug. Fitzroy.
Kennington,	20	150	Nich. Robinſon.
Greyhound,	20	150	J. Ambroſe.
Garland,	20	150	Charles Watſon.
Aldbrough,	20	150	Geo. Pocock.
Solebay,	20	150	Francis Luſhington.
Dolphin,	20	150	Lord Aubrey Beauclerk.
Durſley galley,	20	150	Tho. Smith.

STORE-SHIP.

Deptford.	18	120	Watſon.
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Carried forward, 1578 | 10710

FIRE-

FIRE-SHIPS.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Brought forward,	1578	10,10	
Anne galley,	8	55	Capt. Richard Hughes.
Mercury,	8	55	Lord G. Graham.
Duke,	8	55	Savage Mostyn.

SLOOPS.

Salamander,	14	70	Capt. Henry Harrison.
Grampus,	14	70	Ed. Peyton.

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Note 15. A List of the Fleet under the command of Sir John Norris in 1740, designed against Ferrol. The Princess Amelia to lead with the Starboard, and the Torbay with the Larboard Tacks on board.

<i>Frigates.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
	Princess Amelia,	80	Capt. J. Hemmington
	Falkland,	50	J. Oliphant.
	Lenox,	70	Colvill Mayne.
Blaze, fire-ship.	Princess Caroline,	80	{ Philip Cavendish, Admiral of the Blue.
	Cambridge,	80	{ Capt. T. Griffin.
	Lyon,	60	T. Whorwood.
	Kent,	70	C. Cotterell.
	Deptford,	60	T. Durell
Etna, fire-ship.	Orford,	70	Chr. Pocklington.
	Superb,	60	Lord A. Fitzroy.
Fox, 20.	Boyne,*	80	Hon. W. Hervey.
			{ Sir John Norris, Admiral and Commander in Chief.
Winchester,	Norfolk,	80	{ Capt. T. Graves.
Firebrand, fire-ship.	Chichester,	80	S. Faulknor.
Princess Royal,	Weymouth,	60	R. Gerlington.
Store-ship,	Dunkirk,	60	C. Knowles.
	Jersey,	60	Ed. Baker.
	Prince of Orange,	70	Ed. Williams.
	Shrewsbury,	80	W. Davis.
			{ Sir Chaloner Ogle, Rear-Admiral of the Blue.
	Elizabeth,	70	{ Capt. J. Townshend.
	Augusta,	60	Ed. Falkingham.
	Torbay,	80	T. Laurence.
			Chr. Parker.

* His flag was at first hoisted on board the Victory; but she, being disabled in a storm, returned to refit.

Note

Note 16. List of the Fleet under the command of Sir John Norris, on his first cruize in 1741.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Victory,	100	Sir J. Norris, Admiral.
Royal George,	100	Capt. Faulknor.
Royal Sovereign,	100	Ed. Falkingham.
St George,	90	R. Allen.
Duke,	90	Ph. Cavendish, Admiral of the Blue.
Marlborough,	90	Capt. W. Dilkes.
Cambridge,	80	S. Mead.
Bedford,	70	Alex. Geddes.
Buckingham,	70	Jos. Lingen.
Nassau,	70	Ja. Cornwall.
Elizabeth,	70	J. Towry.
Lenox,	70	H. Medley.
Essex,	70	T. Durell.
Argyle,	50	Ja. Compton.
Assistance,	50	R. Robinson.
Ruby,	50	H. Harrison.
Gosport,	44	Roger Martin.
Blaze,	8	Row. Frogmore.
Lightning,	8	Will. Ellis.
} fire-ships,		Sol. Gideon.

Note 17. A List of the Fleet under Sir John Norris, second expedition in 1741.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Victory,	100	Sir J. Norris.
St George,	90	Capt. Faulknor.
Royal George,	100	Philip Cavendish.
Royal Sovereign,	100	Capt. William Dilkes.
Barfleur,	90	Ed. Falkingham.
Neptune,	90	R. Allen.
Sandwich,	90	Wm Marsh.
Nassau,	70	J. Lovett.
Buckingham,	70	C. Brown.
Newcastle,	50	H. Medley.
Port Mahon,	20	J. Towry.
Sutherland, store-ship,		Lord Forrester.
Blaze,		Hon. H. Aylmer.
Scipio,		Sol. Gideon.
} fire-ships.		W. Campbell.

Note

Note 18. A description of Fort Louis, (see Note 58.)—*Ile de Vache*,—The city of Carthagena in New Spain,—with a List of the General Officers, and the land and sea forces sent against it in 1741.

The Isle de Vache.

Vache or Coro's island is about three leagues from Port Louis, in the island of St Domingo. It is between five and six leagues long. Its soil is very good; and it has several tolerable harbours, some of which are capable of receiving large ships. There are plenty of wild cattle and hogs on the island.

A description of Carthagena in New Spain.

Carthagena is a large, rich, strong city in South America, and capital of a province of the same name on the coast of Terra Firma; is a bishop's see, and stands on one of the finest harbours in the world. Lat. 10. 27. N. Lon. 75. 22. W. To this harbour the galleons come annually, and in them are conveyed to Old Spain all the revenues of Terra Firma and New Granada. It was taken by the English in 1585, and by the French, under M. de Pointis, in 1697, who found a great booty here. The city is in a great measure surrounded with water; it is divided into two unequal parts, the city of Carthagena, and its suburb called Ximani. The walls of the former are washed by the waves of the Bay of Mexico; but on account of some rocks and perpetual surf there is no approaching it on that side: the water on the outside of the harbour is seldom smooth, so that landing is at most times difficult. The only entrance to the harbour is upwards of two leagues to the westward of the city, between two narrow peninsulas, the one called Terra Bomba, the other called the Baradera; this entry is called Bocca Chica, or the little mouth, and is so narrow that only one ship can enter at a time. It was defended on the Terra Bomba side by a fort called St Louis, a regular square, with four bastions, mounted with eighty-two pieces of cannon, and three mortars, but the counterescarp and glacis were not completed: to this were added fort St Philip, mounted with seven guns, and fort St Jago of fifteen guns, and a small fort of four guns, called Battery de Chamba; these served as outworks to fort St Louis. On the other side of the harbour's mouth lies a fascine battery of fifteen guns, called the Baradera; and in a small bay at the back of that, another battery of four guns; and facing the entrance of the harbour, on a small flat island, stood fort St Joseph of twenty-one guns. From this fort, to fort St Louis, a strong boom, made of logs and cables, was laid across, fastened with three large anchors at each end; and just behind the boom were moored four ships of the line, on board of the largest of which Don Blas de Lese the Spanish Admiral had his flag. As the mouth of the harbour was so narrow that only one ship could enter it at a time, these spread across the entrance so completely that no ship could possibly pass either ahead or astern of them. Beyond

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VOL. I

yond this passage lies the great lake or outer harbour of Carthageua, several leagues in circumference, and land-locked on all sides. About mid way to the town it grows narrower. And within less than a league of it, two points project into the lake from the inner harbour. On the northmost of these was a strong fort called Castillo Grande, being a regular square with four bastions, defended to the land by a wet ditch and glacis proper: the face of the curtain towards the sea was covered by a ravelin and a double line of heavy cannon. The number of guns in this fort was fifty nine, though there were embrasures for sixty-one. On the opposite point was a horse-shoe battery of twelve guns, called Fort Mancinilla: in the middle, between these two forts, is a large shoal with only a few feet water on it, on each side of which were sunk large ships, in order to prevent the British ships from approaching the town. At the end of the inner harbour stands the city of Carthageua, on two flat sandy keys or islands, well fortified to the land, by the powers of art, assisted by the lakes and morasses running round it. On the fortifications of the city are mounted one hundred and sixty guns, and on those of the suburbs, one hundred and forty. South of the city, about a quarter of a mile from the Ximani gate, stands fort St Lezar. It is situated on an eminence about fifty or sixty feet high, and is composed of a square of fifty feet, having three demi-bastions and two guns in each face, one in each flank, and three in each curtain. It completely commands the town; but there is a hill about four hundred yards from it, which overlooks it and commands it entirely, and from which it ought to have been attacked by heavy cannon and mortars.

Land Forces sent against Carthageua.

General and Staff Officers.

Major General Charles Lord Cathcart, Commander in Chief.

Brigadier-Generals, { Thomas Wentworth,
John Guise,
William Blakeney.

Colonel Alexander Spotiswood, Quarter-Master-General.

Colonel Edward Wolf, Adjutant-General.

Captains, { Anthony Harman, { Majors of Brigade.
William Rufane,

	<i>Land-Forces.</i>	<i>Men.</i>
Regiments of Foot.	{ 15 Harrison,	1000
	{ 24 Wentworth,	1000
Marines.	{ Fleming,	1000
	{ Robinson,	1000
	{ Lowther,	1000
	{ Wynyard,	1000
	{ Douglas,	1000
	{ Moreton.	1000
	Carried forward,	8,000
	(D)	

APPENDIX.

	Brought forward,	Men.
Artillery, and detachments from other Regiments,		8000
The American Regiment,		1000
Negroes,		2500
		500

Total of the Land Forces, 12,000

Naval Force.

The Princess Amelia to lead with the Starboard, and the Suffolk with the Larboard Tacks on board.

Frigates.	Rates.	Ships.	Commanders.	Guns.	Men.
	3	Princess}	Capt. Hemmington,	80	600
		Amelia,}			
	4	Windfor,	Berkeley,	60	400
		York,	Cotes,	60	400
Experiment,	3	Norfolk,	Graves,	80	600
Sheerness, }		Russell,	{Sir Chaloner Ogle,}	80	615
Vesuvius, }			{Capt. M. Norris,}		
Terrible, bomb,		Shrewsbury,	Townsend,	80	600
Phaeton,	4	Rippon,	Jolly,	60	400
Goodley,		Litchfield,	Cleland,	50	300
		Jersey,	Lawrence,	60	400
		Tilbury,	Long,	60	400
Squirrel,	3	Orford,	Lord A. Fitzroy,	70	480
Shoreham,	4	Princess}	Stapleton,	60	400
		Louisa,			
Eleanor,		Worcester,	P. Mayne,	60	400
Seahorse,	3	Chichester,	R. Trevor,	80	600
Strombolo, }		Princess }	{Edward Vernon, }	80	620
Success, }		Caroline, }	{Capt. T. Watson, }		
Vulcan,		Torbay,	Gascoigne,	80	600
Cumberland,	4	Strafford,	T. Trevor,	60	400
Alderney, bomb,		Weymouth,	Knowles,	60	400
Pompey,		Deptford,	Moslyn,	60	400
A brig-tender,	3	Burford,	Griffin,	70	480
	4	Defiance,	John Trevor,	60	400
		Dunkirk,	Cooper,	60	400
Astrea,		Lyon,	Cotterell,	60	400
Wolf,	3	Prince }	{Lord A. }	70	480
		Frederick, }	{Beaucherk, }		
Etna,		Boyne,	{R. Lestock, }	80	615
Firebrand, }			{Capt. Colby, }		
Virgin Queen,		Hampton}	Dent,	70	480
		Court, }			
	4	Falmouth,	Douglas,	50	300
		Montagu,	Chambers,	60	400
	3	Suffolk,	Davers,	70	480

Sir Chaloner Ogle, Kt.
Rear-Admiral of the Blue.
Ed. Vernon, Esq; Vice-Adm.
of the Blue, and Com. in Chief.

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The following ships composed part of Sir C. Ogle's Fleet when he sailed from England, viz. the

Cumberland,	80 guns,	Capt. Steuart.
Buckingham,	70	Mitchell.
Prince of Orange,	70	Osborn.
Superb,	60	Hon. T. Hervey,

But in Lat. 17. 54. the three last ships were so disabled by a storm, that the Admiral sent the Buckingham to England, and the other two to Lisbon, under convoy of the Cumberland.

A List of the Frigates, with their rates and Captains names, together with such other ships of the line as followed the fleet to Carthagena.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Diamond,	40	240	
Anglesey,	40	240	Capt. Reddish.
Ludlow Castle,	40	240	Boys.
Experiment,	20	160	Renton.
Seahorse,	20	160	Limeburner.
Sheerness,	20	160	Maynard.
Shorcham,	20	160	Boscawen.
Squirrel,	20	160	Warren.
Astrea,	12	100	
Cumberland,	10	100	Broderick.
Wolf,	10	100	
Eleanor,	10	100	Colby,

FIRE-SHIPS.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Etna,	8	60	Capt. Fenwick.
Firebrand.	8	60	Barnard.
Phaeton.	8	60	Kennedy.
Strombolo,	8	60	Hay.
Vesuvius,	8	60	Gay.
Vulcan,	8	60	Pellet.
Success,	8	60	Hore.

BOMB-KETCHES.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Terrible,	8	50	Capt. Allen.
Alderney,	8	50	Scot.

HOSPITAL SHIPS.

<i>Ships.</i>	<i>Men.</i>	<i>Commanders.</i>
Princess Royal,	45	Capt. Tucker.
Scarborough,	45	Carter.

Total Seamen, 15,398

Ships that followed the fleet from Jamaica.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Augusta,	60	400	Capt. Denniton.
Norwich,	58	300	Herbert.

(D 2)

CUBA

CUBA *Island.*

The island of Cuba is styled one of the greater Antilles, and lies in the Atlantic ocean, between 19 deg. 50 min. and 23 deg. 20 min. North latitude, and between 73 deg. 50 min. and 85 deg. 20 min. West longitude. It is about 660 miles long, but of unequal and disproportionate breadth, in some places not more than forty miles across, in others near 120. It is about sixty miles to the westward of the island of Hispaniola or St Domingo, and about seventy-five north of the island of Jamaica, and by its situation entirely commands the gulphs of Mexico and Florida, and the Windward passage; whence it is called, with great propriety, the key to the West Indies, and besides the Havanna, contains many excellent harbours. It was discovered by the famous Columbus in 1492, and by him called Ferdinandina, in honour of Ferdinand V. King of Spain, from whom he had his commission, but it soon recovered its original name of Cuba. In 1511, John Velasquez conquered it, and, in the course of a few years, entirely extirpated, by the most dreadful cruelties, all the inhabitants; by which means this fruitful island is very thinly inhabited. Perhaps the true reason which induced the Spaniards to put the innocent natives to death, was the covetous desire of possessing their wealth; for, first when the Spaniards established themselves here, the natives had ornaments of gold about their persons, which led the Spaniards to conjecture that there were mines of that metal in the island. If there are any such, they have either never been discovered, or else found too small to be worked with any advantage. What gold the natives had, was washed down by the torrents from the mountains, and found by them in the sand at the bottom of rivers. The only mines which the Spaniards have wrought, are those of copper, which furnishes their foundries of cannon with this metal. The only winter known here is in the months of July and August, when the sun is almost vertical: then they have violent storms of wind, accompanied with heavy rains and dreadful peals of thunder and lightning, which tend greatly to mitigate the extreme heat of the climate. The fairest season is when the sun is at the greatest distance from them: it is then hottest in the morning; for towards noon the sea-breeze springs up, which blows pretty brisk until the evening. The trade-winds in those seas blow from the north-east. At full and change of the moon, from October to April, they have brisk winds at north and north-west, which, in December and January, often turn into storms, though this is called the fair season. As to soil, this island is said to have in general the best land of any island in America, and is capable of producing prodigious quantities of all the commodities furnished by that quarter of the world; particularly, ginger, long-pepper, and other spices; cassia, mastic, aloes, large cedars, and other odoriferous trees; oaks, pines, palm-trees, cotton-trees, with abundance of large vines, and excellent tobacco, besides plenty of pine-apples, and all other tropical fruits. Here are also many large walks

of

of cocoa trees, and good sugar-works, some of which are worked with horses, and others by water-mills, and are said to make the best sugars in the West Indies, though in no great quantity, for want of hands to cultivate the canes. A ridge of mountains runs from one end of the island to the other, from whose sides run down many rivers, two of which are very considerable, and besides bestowing verdure and coolness as they pass, are stored with excellent fish; but these rivers are full of large alligators, as the seas which surround this island are of sharks. Adjacent to this island are great conveniences for making salt and catching fish. It also abounds with horses, mules, sheep, wild boars, hogs, and cattle of a larger and better breed than in any other part of America. The woods abound with parrots, and all other wild birds that are commonly found in this climate. All sorts of tame poultry and pigeons thrive extremely well; here too are found plenty of large tortoises. The black cattle that the Spaniards brought hither when they formed settlements on the island, have multiplied to an amazing degree, insomuch that large herds of them run wild in the woods, and are killed merely for their hides and tallow; the carcases, if good, and not too distant from any of the ports of the island, are cut in pieces and cured for the use of the shipping. Here are quarries of flint, and springs of a bituminous substance, which is used for ships instead of pitch. Tobacco may be considered as the staple commodity of Cuba, great quantities of which, both in leaf and snuff, are exported from the Havanna to all the Spanish colonies in America, besides what is shipped for the mother country. Another of its trading articles is Campeachy-wood, which merchants bring from that place in the flota, and convey to Spain with their other traffic. This island, together with the Spanish part of the island of Hispaniola and the island of Porto Rico, carries on a considerable commerce with the Spanish Main, with what they call their Barlevento fleet, consisting of six large ships, well armed, which annually make the tour of these islands, and then proceed to the ports on the Terra Firma with their traffic; their business is also to clear the seas of pirates and illicit traders. Register-ships from Old Spain arrive here occasionally.

No island is more capable of improvement than Cuba; but, as has been justly observed of it, there are at present more churches than farms, more priests than planters, and more lazy bigots than useful labourers; and to these misfortunes it is owing, that the largest and best island in the West Indies, where the luxuriance of the soil is such, that, besides yielding plenty of food for the inhabitants, its productions would prove the source of a most lucrative commerce, does not produce for exportation, even including its tallow, hides, tobacco snuff, &c. &c. so much as the small island of Antigua: So great is the difference between sloth and industry, liberty and slavery. The island is divided into two governments or districts, viz. the Havanna, (a description of which see at No 193. in the Appendix to the third volume of this work), and St Jago.

St JAGO de CUBA.

St Jago de Cuba, once the capital of the island, was built by Velasquez, the first conqueror; and lies in lat. 20. 15. N. lon. 76. 40. W. It is situated at the bottom of a spacious bay, about two leagues from the sea. The entrance into this bay is narrow for several miles, but within it are little islands forming a most commodious harbour and shelter from storms. It is extremely difficult of approach, the entrance being defended by a strong fort, several batteries, and in war-time has a strong boom laid across it. Since the Havanna became the seat of government, this city has declined very much. It is still the see of a bishop, with a cathedral, where the canons are residentiary, but the mitred chief resides at the Havanna, whither also is flown the flourishing commerce which this city formerly possessed. It is still a distinct government, and has jurisdiction over one half of the island. The city is fortified, but the works are fallen so much to decay, that the place would have been unable to make any stand against an army attacking it by regular approaches. On the same side of the island lies Cumberland bay.

CUMBERLAND HARBOUR.

Cumberland Harbour lies about eleven leagues south west from the entrance of the harbour of St Jago, in lat. 20. 30. N. and lon. 76. 50. W. in the south-east part of the island of Cuba, and was formerly called Walthamham, until General Wentworth and Admiral Vernon changed its name, in honour of his Royal Highness the Duke of Cumberland. It is one of the best harbours in the West Indies, capable of containing any number of ships, and of sheltering from hurricanes; the country round it is of a fine rich soil, and abounds with cattle. The river falling into it, which our generals named Augusta, is a fine fresh water river, and navigable for more than three leagues. Between this and St Jago, the country is covered with thick impenetrable woods.

Note 19. A List of the Fleet sent against St Jago de Cuba, and Cumberland Harbour.

<i>Frigates.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Shoreham, }	Chester,	300	50	Capt. Long,
Alderney, }	Grafton,	480	70	Rycaut,
Strombolo,				{ Ed. Vernon, Vice-Adm.
Phaeton, }	Boyne,	620	80	{ of the White.
Bonetta, }				{ Capt. T. Watson.
Princess Royal,	Worcester,	400	60	Cleland,
Pompey, }	Tilbury,	400	60	Dent,
Triton, }				

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<i>Frigates.</i>	<i>Ship.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commander.</i>
Experiment,	Kent,	480	70	Capt. Mitchell,
Sheerneys, }	Cumberland,	615	80	{ Sir Chaloner Ogle, Rear-
Ufuvius, }				{ Admiral of the Red.
Scarborough,	Tyger,	300	50	{ Capt. M. Norris.
	Montagu,	400	60	{ Herbert.
				{ Chambers.

Note 20. List of the Fleet under the Command of Vice-Admiral Haddock, in the Mediterranean, in 1741.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Marlborough,	90	{ N. Haddock.
Somerfet,	80	{ Capt. T. Graves.
Lancaster,	80	Geo. Slaughter.
Ipswich,	70	Tyr. Cailey.
Pembroke,	70	Wm. Martin.
Warwick,	60	Hon. W. Lee.
Plymouth,	60	John Toller.
Dragon,	60	Charles Watson.
Salisbury,	50	Curtis Barnet.
Oxford,	50	Peter Osborne.
Guernsey,	50	J. Russell.
Dartmouth,	50	Hon. J. Forbes.
Panther,	50	Temple West.
Folkestone,	40	Sol. Gideon.
Feverham,	40	G. Balchen.
Roebuck,	40	Nath. Watson.
Mary Galley,	20	J. Brett.
Winchelsea,	20	J. Durrell.
Dursley Galley,	20	Essex Holcomb.
Garland,	20	James Hodfoll.
Xebeque,	8	Henry Godfalve.
Duke,	8	G. Durell.
Anne Galley,	{ fire- { 8	Rue.
Mercury,	{ ships. { 8	Rd. Hughes.
Salamander, bomb,	8	Moses Peadle.
		M. de l'Angle.

Copy of the letter which Captain Barnet of his Majesty's Ship the Dragon of 60 guns, wrote to Admiral Haddock, giving an account of his rencounter with the Chevalier de Caylus.

Dragon, Saturday 25th July 1741.

At ten in the morning, being about twelve leagues to the westward of Cape Spartel, standing to the eastward, with the wind at N. by E. we saw three sail from the mast-head bearing E. N. E. to which we gave

gave chase. At 11 we saw them from the deck, their topails out of the water, and by our nearing them so fast, and the alteration in their bearing from us, we judged they were steering to the southward of the west. About twelve, finding we did not continue to near them, we concluded they had tacked; but it being then hazy, could not distinguish with our glasses which tack they were upon, till towards one o'clock, when we saw plainly that they were large ships steering for the Straight's mouth, and by the cut of their sails knew they were not English. Between four and five in the afternoon we saw their hulls plain: two of them appeared to be large ships, and the other a frigate; and as we had certain advice that two large Spanish Register ships were ready at Cadiz, and would sail the first opportunity, we concluded they had heard that the Admiral was gone to Lagos for water, and thinking the coast clear, were making use of the fresh northerly wind, which had blown more than twenty-four hours, to get to the southward. Towards sun-set they hoisted French colours, and (as we thought), the smallest ship a pendant. We hoisted Dutch colours. They hauled down theirs at sun-set, and we did the same. We were then about a league from them, and two from Cape Spartel, with very little wind. I had only the Folkestone near me. The Feversham, having chased to the southward in the morning, was but just in sight, and the Mary Galley, sailing ill, was two leagues a stern. I called to Capt. Balchen, asked what he thought of them, and found that he and his officers were of the same opinion with me and mine as to all particulars, and we made no doubt but they were the two Register-ships, and a Spanish frigate; so we continued our chase. It was calm from eight till ten, when a breeze came up westerly, and about half an hour after eleven, we came up with that which we judged the largest ship, as Capt. Balchen did about the same time with the frigate. I asked what the ship was, and whence they came: they said, we are French from Martinico. I bid them bring too. They said, it was the King's ship, and they would not stop for any body. I told them, I was an English man of war, and must speak to them. They answered, they were going their course, and I might go that I liked best. I was by this time got very near, and told them if they were French men of war, I was very far from intending to offer any insult or indignity; that they had no reason to make any difficulties in the affair, being at peace with all Europe. But as we were at war with Spain, being a cruizer, it was my duty to be satisfied that they were not Spaniards; and therefore desired they would shorten sail that I might send my boat on board them. They told me the commandant was a-head and I might go to him. I said, that would take time, and I was afraid of being drawn into the Straights, therefore insisted on their letting my boat go on board them. They said, No; and bid me *be gone*. I then told them, I asked as a favour what I was in a condition to compel them to; and that if they obliged me to it, they were answerable for the consequences; and therefore, if they were French, I conjured them to prevent the mischief that might happen. But all my intreaties had no effect; their

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answers growing more pert as I appeared unwilling to use any thing but words to bring them to reason. So that at length I fired a shot a-head of the ship, and then told them, you have obliged me to go thus far, and now I tell you plainly, if you will not allow me to send my boat on board you, I will give you my broad-side. They bid me fire again at my peril. I then ordered two or three shot to be fired into them; which they returning, an engagement began.

Capt. Balchen, who had been all this time reasoning in the like manner with the Captain of the frigate, finding me engaged, began to fire on her, and kept a very smart one. The ship I engaged had been some time inclining to the southward. The frigate Capt. Balchen engaged was to the northward, which occasioned our being too far from each other. It was about twelve o'clock when we began, and after an hour's hot firing, the Commandant backed a-stern, and got on the Folkestone's larboard bow (while the frigate was on his starboard side), firing his after guns on the Folkestone, and those forward on me, which I durst not venture to return for fear of firing into the Folkestone. We continued in this situation near an hour, in which time I pretty nearly silenced the ship I was engaged with, she continuing to sheer from me, as the frigate did from the Folkestone.

The Commandant continued backing a-stern. I thought his fire would soon be too hot for the Folkestone, and therefore endeavoured to get between them; but all my after braces being shot, it was some time before I could bring the ship to the wind, and all that while was raked by the fire of the ship I had engaged, and that of the frigate. By this time Capt. Balchen's rigging was so much cut, that he had no sort of command of the ship, which came to with her head to the southward, and the Commandant made sail before I could get near him, so I lay to for about half an hour to knot and splice, and then made sail after him, keeping within gun-shot in order to renew my attack at day-break. Capt. Balchen followed me as soon as it was possible for him to put his rigging in any sort of order. The Feverham came up with him about four o'clock, and they were both within about two miles of me at day-break; when I found the ships we were pursuing had all their sails set, except studding sails, going before the wind, which however they soon after shortened, and then brought to, hoisted French colours, and fired a gun to leeward. Upon which I brought to, and sent an officer with a flag of truce to the Commandant, to assure him that I was very far from intending the least insult or indignity, and that all that had happened was to be attributed to the obstinacy of the Captain of the ship I engaged, who treated me with great contempt, and unpoliteness, and thereby gave me still more reason to doubt his being a Frenchman. He asked the officer, if the Captain of that ship did not tell me to go up to him, who said, Yes; but it was easy for him to have given me all the satisfaction I wanted; that the getting up to him the Commandant, as there was little wind, required time; and I was afraid

of being drove into the Straits, which it was my duty to avoid. He said he made no doubt but that we were at war with them, from the manner of our attacking them; and then, before all his officers, desired mine to declare, on his honour, if there was war between England and France, who assured him we had neither orders nor intentions to commit hostilities against them.

The Commandant was the Chevalier Caylus in the *Borée* of 64 guns. The names of the other ships my officer forgot, but said they told him one of them was about 50, and the other 30 guns. That the Captain of the fifty gun ship was killed, and twenty-five men, but that they had received little damage; however one of our boats crew says he saw ten dead men on board her, and her sails were very much shattered. I had four men killed and fourteen wounded. Among the latter is Lieut. Amherst, who has lost part of the calf of his leg, but I hope in no danger. Capt. Balchen had seven men killed and eight wounded, but no officer hurt.

The *Folkstone's* lower masts are all condemned by survey. My mizen-topmast only is disabled. We both suffered in our rigging and sails; but the damage to the ships hulls is very inconsiderable.

Note 21. List of the Fleet with Admiral Vernon at Porto-Bello, in 1742.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Boyne,	80	{ Ed Vernon, Vice Admiral. Capt. Watfon.
Cumberland,	80	{ Sir Chaloner Ogle, Kt, Rear-Ad- miral. Capt. M. Norris.
Kent,	70	Mitchell.
Orford,	70	P. Mayne.
Worcester,	60	Cleland.
Defiance,	60	Hore.
York,	60	Cotes.
Montagu,	60	Chambers.
St Alban's,	50	Knight.
Greenwich,	50	Allen.

Description of the Isthmus of Panama.

This isthmus which separates the great South sea from the Gulf of Mexico, is no more than eighteen Spanish leagues broad, from Porto-Bello to Panama. The treasure of Peru and Chili is brought in two or three ships of war, accompanied by merchant-ships, to Panama, from whence it is sent to Porto-Bello on mules, through the towns Venta de Chagre, Pequini, and Boqueron. There is another route across the isthmus, and not so mountainous as the former, viz. from Panama to Venta de Cruzes, eight leagues, where the treasure is put on board flat boats, and fall down the river to Chagre, from whence

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whence Cruzes is distant twenty-six Spanish leagues. This voyage is performed in three days, if the river be high; else they may be from three to twelve days or more, the river being full of shelves, and very shallow in summer. When this is the case, the treasure is sometimes carried through a level country to Ris Brazas, which falls into the river of Chagre, and there embarked. Sir Harry Morgan marched across the isthmus and took Panama by assault, burnt the city, carried off an immense booty to Cruzes, and there put it on board boats, and conveyed it down the river to the castle of Chagre, of which he was in possession.

Description of the Basimentos Islands.

A cluster of islands near the coast of Mexico, in the province of Darien, at the mouth of the Bay of Nombre de Dios, in Lat 9. 40. N. Lon. 78. 35. W. a little to the eastward of Porto-Bello. They form a large and safe harbour, and abound in excellent water.

Description of the island of Rattan or Ruatan.

It is situated in Lat. 17. 6. N. and Lon. 88. 12. W. in the Bay of Honduras, eight leagues from the Mosquito shore, and about two hundred W. and S. from the island of Jamaica. It is about thirty miles long, and thirteen broad where broadest: it contains about 250,000 acres. Its coast is of difficult approach, on account of a number of rocks and shoals. It has one very good harbour, called Port Royal, the entrance to which is so narrow that only one ship can come in at a time. The island is overgrown with wood, but very healthy and well watered. Here are some wild hogs and deer, with all the birds and reptiles found in this climate.

Note 22. List of the Fleet in the Mediterranean, when the command devolved on Commodore (afterwards Rear-Admiral) Lestock, 1742.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Neptune,	90	{ Rd Lestock, Commodore: Capt. Ja. Young.
Bârfleur;	90	
Marlbrough,	90	W. Rowley.
Lancaster,	80	Tho. Graves.
Somerfet,	80	Tyr. Cailey.
Bedford,	80	Geo. Slaughter.
Essex;	70	Ja. Cornwall.
Nassau,	70	N. Robinson.
Hampton Court,	70	H. Medley.
Royal Oak,	70	Digby Dent
Ipswich,	70	Ph. Vincent.
Buckingham,	70	William Martin.
Lenox,	70	Robert Young.
Pembroke,	60	Col. Mayne.
Warwick,	60	Hon. F. H. Lee.
Dragon,	60	Essex Holcomb.
	(E 2)	C. Watfon.

Plymouth

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Plymouth,	60	G. B. Rodney.
Rupert,	60	J. Ambrose.
Kingston,	50	Richard Norris.
Guernsey,	50	Hon. J. Forbes.
Dartmouth,	50	T. West.
Romney,	50	T. Smith.
Winchester,	50	Ja. Lloyd.
Salisbury,	50	P. Osborne.
Folkstone,	40	Geo. Balchen.
Winchelsea,	20	M. de l'Angle.
Dursey-galley,	20	Rd Hughes.
Ann-galley. fireship,	8	Ja. Hodfoll.
Salamander, {	8	J. Wickham.
Carcase, { bombs, {	8	Rd Watkins.

Note 23. List of the Fleet in the Mediterranean when Admiral Matthews assumed the command, 1744.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Namur,	90	770	{ T. Matthews, V. Ad. of the Red. Capt. J. Russell.
Neptune,	90	780	{ Richard Lestock, Rear-Adm. of the Red. Capt. Geo. Stepney.
Barfleur,	90	750	W. Rowley.
Marlborough,	80	600	T. Graves.
Somerfet,	80	600	Geo. Slaughter.
Princess Caroline,	80	600	Henry Osborne.
Norfolk,	80	600	Hon. J. Forbes.
Ipswich,	70	480	William Martin.
Bedford,	70	480	Ja. Cornwall.
Essex,	70	480	Rich. Norris.
Royal Oak,	70	480	Edmund Williams.
Buckingham,	70	480	J. Towry.
Stirling Castle,	70	480	T. Cooper.
Elizabeth,	70	480	Jos. Lingen.
Kingston,	60	400	John Lovett.
Warwick,	60	400	Essex Holcomb.
Rupert,	60	400	J. Ambrose.
Dragon,	60	400	C. Watfon.
Dunkirk,	60	400	C. W. Purvis.
Chatham,	50	350	Hon. G. Townshend.
Guernsey,	50	350	S. Cornish.
Rochester,	50	350	Arthur Scott.
Panther,	50	350	Sol. Gideon.
Oxford,	50	350	Harry Powlett.
Dartmouth,	50	350	T. West.

Romney,

Ships.
Romney,
Newcastle,
Salisbury,
Winchester,
Leopards,
Feverish,
Diamond,
Dursey,
Kennings,
Winchelsea,
Cruizer,
Xebeck,
Garland,
Carcase,
Salamander,
Terrible,
Sutherland,
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<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Romney,	50	350	T. Grenville.
Newcastle,	50	350	T. Fox.
Salisbury,	50	350	P. Osborne.
Winchester,	50	350	Ja. Lloyd.
Leopard,	50	350	Lord Forrester.
Feverham,	40	250	Richard Hughes.
Diamond,	40	250	Ja. Hodfoll.
Dursley galley,	20	130	M. de l'Angle.
Kennington,	20	130	Davis.
Winchelsea,	20	130	W. Marth.
Cruizer,	14	100	J. Stringer.
Xebeque,	8	45	Geo. Durell.
Garland's Prize,	8	45	Jof. Knight.
Carcase, } bombs.	8	45	J. Bowdler.
Salamander, }	8	45	J. Philipfon:
Terrible, }	8	45	Hon. Geo. Edgecumb.
Sutherland, hospital-sh.	18	100	J. Opie
Ann galley, fire-ship,	8	45	Mackay.

Note 24. Ships sent under Commodore Martin to Naples.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Ipswich,	70	Feverham,	40
Panther,	50	Dursley-galley,	20
Oxford,	50	and three Bomb-ketches.	

A description of the city of Naples.

Naples is a famous city of Italy, situated in E. Lon. 14. 20. N. Lat. 40. 51. on the side of a hill, in a fine bay near sixty miles in circumference. It is regularly fortified in the modern style on the land-side, and its harbour is defended by several forts, none of them of any great strength. The city within the walls is reckoned seven miles in circumference, and including the suburbs, eighteen. It is supposed to contain 300,000 inhabitants. It is the capital of the kingdom of Naples, is the see of an Archbishop, and has a university. A very great trade is carried on here, and the harbour can contain a great number of ships. The depth of water is so great, that a vessel of five hundred tons can lie close to the mole, at whose extremity is a light-house. The islands in the bay defend the harbour from the violence of the winds. The streets are large and straight, and paved with stone; the houses are all of stone, and built in the modern taste. As most of the principal nobility of the kingdom chuse to reside here, there are a great number of very superb palaces, most magnificently furnished: that of the King is very grand. Here are a number of churches and convents extremely magnificent in their structures, replete with fine paintings, and extremely well endowed.

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In a Chapel in the Cathedral church is kept the blood of St Januarius, which in all great calamities, such as a violent eruption of mount Vesuvius, is brought forth, attended by a grand procession. When the blood liquifies, all fear of danger is over. The superstition of the lower order of people exceeds all belief: some years since, the blood of this saint proving a little refractory, the people were enraged, and the government were afraid of an insurrection: since that, orders have been given by the King, that the blood shall liquify immediately on being brought to the head of the saint, which is carefully kept in a silver case. The Emperor Charles V. built the castle of St Elmo on an eminence to command the city. The castle d'Oao and castle Nuovo stand close to the sea shore; near the last is the King's palace, and in the castle are the governor's house and the arsenal. At Naples they make excellent soap, fine cloths, and all sorts of fine silks. The air is esteemed the purest in Italy; but from the contiguity to mount Vesuvius it is liable to earthquakes, from which it suffered severely in 1702, 1703, 1706, and 1744.

St Tropes.

St Tropes is a fortified sea-port town of France, situated on the Bay of Grimaud, on the Mediterranean, in the province of Provence, in the diocese of Frejus, from which it is distant twelve miles to the S. W. and fifty-eight E. of Marseilles. Lat. 43. 16. N: Lon. 6. 44. E.

St Remo.

St Remo is a small sea port belonging to the republic of Genoa, from which it is distant sixty-five miles to the westward.

Hieres Islands.

Hieres islands are a cluster of small islands in the Mediterranean, on the coast of Provence, about twelve miles east from Toulon. Here is good anchorage; but the town of Hieres is much decayed, on account of its port being almost choaked up with sand banks.

Note 25. A List of the Squadron that attacked La Guira, under the command of Commodore Knowles.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Killed. Wounded.</i>	
Suffolk,	70	{ Charles Knowles, Commodore, Capt. Ed. Pratten. }	30	80
Burford,	70	Lushington.	25	50
Norwich,	50	Gregory,	1	11
Advice,	50	Elliot Smith.	7	15
Assistance,	50	Callis.	12	71
Eltham,	40	Watkins.	14	55
Lively,	20	Stewart.	7	24
Scarborough,	20	Leslie.		2
Otter,	14	Gage.		
Comet, bomb.	8	Tyrrrell.		

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Damages sustained at La Guira.

Suffolk.—97 shot through the hull,—19 between wind and water,—1 through the main mast just above the upper deck,—1 through the main-topmast,—2 through the mizen mast, the mizen yard and mizen top-fail yard both shot in two;—14 guns dismounted, 6 of which rendered unserviceable;—the standing and running rigging much cut,—the ship set on fire twice by red-hot shot,—and 30 men killed and 80 wounded.

Burford.—73 shot through the hull,—17 between wind and water on the starboard side, and two on the larboard side;—11 carriages damaged,—a red-hot shot blew up the armed chest,—the mizen mast shot through in four places,—the main mast in five,—the fore mast wounded on the fore side four inches in,—the boltsprit shot through,—also the fore yard in the quarter booms.—spare topmast and yards cut all to pieces,—the Captain mortally wounded,—24 men killed, and 50 wounded.

Norwich.—7 shot through the hull, which damaged some planks,—1 shot through the fore-mast two feet above the upper deck, and wounded on the starboard side ten inches in, on the larboard side six inches in,—the main stay, several shrouds, and the running rigging, pretty much cut,—and 1 man killed, and 11 wounded.

Advice.—10 shot through the hull, which damaged and tore the quarter deck,—the spare topmasts, topmast yard, mizen yard, and all the booms, cut and rendered unserviceable,—both standing and running rigging very much cut,—the long-boat and yawl stove, and sunk,—5 men and 2 surgeons mates killed, 15 wounded.

Affittance.—32 shot through the starboard, and 9 through the larboard side,—the main-mast shot two thirds through 16 feet above the deck, and one third through between decks,—the fore-mast wounded three inches in,—the mizen-mast shot through in several places,—the mizen top half carried away, the spare top-mast, top fail yard, and all the booms cut to pieces,—both standing and running rigging very much cut,—several guns dismounted,—and 12 men killed, and 71 wounded.

Eltham.—44 shot through the hull,—13 between wind and water,—the main-mast shot in five places,—1 shot through the mizen-topmast, the mizen yard cut in two,—1 shot through the boltsprit,—the booms and spare masts and yards cut all to pieces,—some guns dismounted, 3 of which rendered unserviceable,—14 men killed, and 55 wounded.

Lively.—several shot through the hull, three of which were under water,—the barge stove,—running and standing rigging much cut,—2 guns rendered unserviceable,—the Lieutenant and 6 men killed, and 24 wounded.

Scarborough.—2 or 3 shot through the hull,—the barge stove, the running and standing rigging much damaged, and 2 men wounded.

La Guira.

La Guira, a sea-port town belonging to the King of Spain, in the province of Venezuela, and district of the Caraccas, situated in Lat.

10. 35. N. Lon. 66. 5. W. about forty miles east of Port Cavallo, and fifteen west of Cape Blanco. Its harbour is not a good one, but is one of the best on this coast, is pretty well fortified; and here the Spaniards carry on a pretty brisk trade with the Dutch and British.

Note 26. List of the Squadron that attacked Port Cavallo under Commodore Knowles.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Suffolk,	70	{ Cha. Knowles, Commodore.
		{ Capt. Ed. Pratten.
Burford,	70	Richard Watkins.
Norwich,	50	Gregory, afterwards H. Stewart.
Assistance,	50	Callis.
Eltham,	40	Durell.
Scarborough,	20	Leslie.
Lively,	20	Gage.

Description of Port Cavallo.

Port Cavallo is a sea-port town belonging to the King of Spain, in South America, in the province of Venezuela and district of the Caraccas, situated in Lat. 10. 20. N. Lon. 64. 30. W. twenty-five miles north-east of St Jago de Leon, and thirty-one south-west of the town of Caraccas. Here is a good trade for a Spanish port, and it is pretty well fortified.

Note 27. List of the Fleet in the Mediterranean, under Admirals Matthews, Lestock, and Rowley, in 1743 and 1744.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Namur,	90	{ Tho. Matthews, Ad. of the Blue.
		{ Capt. John Russell.
Neptune,	90	{ R. Lestock, V.-Ad. of the White.
		{ Capt. Geo. Stepney.
Barfleur,	90	{ W. Rowley, R.-Ad. of the Red.
		{ Capt. M. de l'Angle.
Marlborough,	90	Ja Cornwall.
Russell,	80	C. Long.
Somerset,	80	Geo. Slaughter.
Torbay,	80	John Gascoigne.
Cambridge,	80	C. Drummond.
Dorsetshire,	80	Geo. Burrish.
Norfolk,	80	Hon. J. Forbes
Princess Caroline,	80	Henry Osborne.
Princessa,	74	Robert Pett.
Revenge,	70	Hon. Geo. Berkeley.

Ipswich

Note 28.
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<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Ipswich,	70	W. Martin.
Elizabeth,	70	Jos. Lingen.
Buckingham,	70	J. Towry.
Royal Oak,	70	Edm. Williams.
Essex,	70	Richard Norris.
Bedford,	70	Hon. Geo. Townshend.
Berwick,	70	Edward Hawke.
Nassau,	70	Ja. Lloyd.
Stirling Castle,	70	T. Cooper.
Dunkirk,	60	C. W. Purvis.
Rupert,	60	J. Ambrose.
Dragon,	60	C. Watson.
Kingston,	60	J. Lovett.
Warwick,	60	Temple West.
Rocheſter,	50	Ar. Scott.
Nonſuch,	50	Essex Holcomb.
Dartmouth,	50	J. Bowdler.
Romney,	50	T. Grenville.
Oxford,	50	Harry Powlett.
Newcaſtle,	50	T. Fox.
Guernſey,	50	S. Corniſh.
Chatham,	50	Richard Hughes.
Salisbury,	50	P. Osborne.
Diamond,	40	Ja. Hodſoll.
Feverſham,	40	G. Vanburgh.
Wincheſtea,	20	H. Marſh.
Durſley galley,	20	Alex. Lord Colvill.
Seaford,	20	Thomas Pye.
Kennington,	20	Hon. Geo. Edgecumb.
Spence,	14	T. Mogg.
Enterprize,	8	T. Hemming.
Mercury,	} fire-ſhips, {	Mofes Peadle.
Ann galley,		Mackay.
Sutherland, hoſpital-ſhip,	18	John Bently.
Terrible, bomb,	8	

Note 28. A Liſt of the French Fleet commanded by M. de Roquefeuille, in January 1744.

<i>Ships.</i>	<i>Fiſt Diviſion.</i>		<i>Commanders.</i>
	<i>Guns.</i>	<i>Men.</i>	
Le Superbe,	76	600	M. de Roquefeuille, Admiral.
Le Neptune	74	600	M. de Carnilly, Chef d'Eſcadre.
Le Juſte,	74	600	M. de Neſmond.
Le Lys.	70	580	M. d'Eſpinay.

Carried forward, 294 | 2380

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<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Brought forward,	294	2380	
Le Fleuron,	64	560	M. des Roches.
L'Elizabeth,	64	560	M. de Fougilleuse.
Le St Louis,	60	500	M. de Soligni.
Le Triton,	56	500	M. de Guay.
Le Mercure,	54	480	M. de la Mothe.
La Venus,	26	200	M. d'Aché.

Second Division.

Le Dauphin Royal,	76	600	M. du Bareil.
Le St Michael,	64	560	M. de Tournelles.
Le Confiant,	64	560	M. de Confians.
Le Mars,	64	560	M. de Perrier.
La Parfaite,	46	400	M. de Maisonsfort.
La Médée,	26	200	M. d'Hocquart.

The following Squadron joined the above from Rochfort.

L'Eclatant,	74	600
L'Apollon,	54	480
Le Rubis,	54	480
La Gloire,	44	400
L'Argonaut,	44	400
La Dryade,	26	200
La Subtil,	26	200

Total, 1280 | 10,820

Note 29. A List of the Fleet commanded by Sir John Norris, January 6. 1744.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Victory,	100	Admiral, Sir John Norris. Captains, { Henry Medley, Samuel Faulknor.
Royal Sovereign,	100	W. Davies.
Duke,	90	{ Rear-Adm. Sir Charles Hardy. Capt. Thomas Trevor.
Sandwich,	90	{ Rear-Adm. William Martin. Capt. Sir William Hewit.
St George,	90	Hon. John Byng.
Princess Royal,	90	Hon. Fitzroy H. Lee.
* Princess Amelia,	80	John St Loeb.
* Cornwall,	80	C. Holmes.
* Shrewsbury,	80	Sol. Gideon.
Suffolk,	70	S. Mostyn.
Northumberland,	70	T. Watson.
Prince Frederick,	70	Curtis Barnet,

Captain,

A P P E N D I X

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<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Captain,	70	Capt. T. Griffin.
Monmouth,	70	H. Harrison.
• Worcester,	60	M. Mitchell.
• Deptford,	60	Ed. Pratten.
• Augusta,	60	Hon. J. Hamilton.
• Dreadnought,	60	Hon. Ed. Boscawen.
• Jersey,	60	Harry Norris.
• Medway,	60	Hon. Ed. Legge.
• Princess Mary,	60	T. Smith.
Sutherland,	50	George Pocock.
Hampshire,	50	Hon. George Murray.
Preston,	50	Earl of Northesk.
Chester,	50	Francis Geary.

FRIGATES.

Dover,	44	F. Rogers.
Anglesea,	44	J. Brett.
Kinsale,	44	Ro. Young.
Sapphire,	44	C. Saunders.
Roebuck,	44	T. Sturton.
Eltham,	44	Ph. Durell.
Ruby,	44	Ed. Peyton.
Gibraltar,	20	Richard Chadwick.
Dolphin,	20	J. Phillipson.
Aldborough,	24	J. Pitman.
Phoenix,	24	Thomas Broderick.
Sheerness,	24	Geo. B. Rodney.
* Drake,	14	Lord Thomas Bertie.
* Grampus,	14	Richard Collins.
* Grenada,	10	William Parry.
* Swallow,	10	A. Jelf.
* Martin,	10	Ja. Osborne.
* Deptford's Prize,	14	F. Coe.
* Fly,	8	O. Thompson.
* Scipio,	8	T. Innes.
* Ætna,	8	Elliot Eliot.
* Terror, } bombs, {	8	Ja. Bradley.
* Lightning, }	8	Lauchlin Leslie.
Portsmouth store-ship	20	Fr. Wm Drake.

The ships marked thus *, joined Sir John Norris in the Downs from the Medway and Thames.

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Note 30. Declaration of War by France against Great Britain, and Great Britain's Declaration of War against France.

Translation of the French King's ordinance, declaring war against England, dated March 15. 1744.

By the KING.

THE King, from the beginning of the troubles that arose after the death of the Emperor Charles VI. omitted nothing to convince the world, that his Majesty desired nothing with more ardour than to see them forthwith appeased by a just accommodation between the parties at war. The conduct which his Majesty has since held, has sufficiently shewn that he persisted constantly in the same disposition; and having been pleased not to form for himself any pretension that might give the least obstacle to the re-establishment of the tranquillity of Europe, he did not think himself obliged to take part in the war, otherwise than by furnishing to his allies the succours which he found himself engaged to give them. Views so disinterested, would soon have restored peace, if the Court of London had had as equitable and moderate sentiments, and if she had consulted the good and advantage of the English nation only. But the King of England, Elector of Hanover, had very opposite intentions; and it was not long before it was perceived, that they tended to nothing but the kindling of a general war. Not satisfied with diverting the Court of Vienna from all thoughts of reconciliation, and nourishing her animosity by the most violent councils; he made it his whole endeavour to irritate France, by causing her commerce by sea to be disturbed in all parts, in contempt of the law of nations, and of the most solemn treaties. The convention of Hanover, of the month of October 1741, seemed however to be of a nature to calm his Majesty's apprehensions as to the continuation of such like excesses; the King of England, during the stay he made in his German dominions, seemed to hearken to the complaints that were made to him concerning them, and to feel the justice of them. He gave his Royal word that he would cause them to cease, and formally engaged not to trouble the allies of the King in the pursuit of their rights. But scarce was he got back to London, but he forgot all his promises; and as soon as he was sure that the King's army was entirely quitting Westphalia, he declared, by his ministers, that the convention subsisted no longer, and that he held himself disengaged from it. Then he looked upon himself to be under no obligation of keeping any measures whatever, being a personal enemy to France; he had from that time no other views than to raise up enemies against her every where; this object became the principal point of the instructions to his ministers at all the courts in Europe; the policies of the English men of war increased with cruelty and barbarity; the ports of the kingdom were no longer a protection against their insults: in fine, the English squadrons have dared to undertake to come and block up the port

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port of Toulon, stopping all ships, making themselves masters of their whole cargoes, carrying off likewise the recruits and ammunition that his Majesty was sending to his places. So many repeated injuries and outrages tired out at last his Majesty's patience; he could not bear them any longer without being wanting to the protection which he owes to his subjects, to what he owes to his allies, and to what he owes to himself, to his honour, and to his glory. Such are the true motives which do not any longer suffer his Majesty to remain within the bounds of the moderation which he had prescribed to himself, and which force him to declare war, as he declares it by these presents, by sea and by land, against the King of England, Elector of Hanover. His Majesty orders and enjoins all his subjects, vassals, and servants, to fall upon the subjects of the King of England, Elector of Hanover: strictly forbids them to have hereafter with them any communication, commerce, or intelligence, upon pain of death; and, consequently, his Majesty has from this time revoked, and does revoke, all permissions, passports, safe-guards, and safe conducts, which may have been granted by him, or by his Lieutenant-Generals, and other officers, contrary to these presents; and has declared, and does declare them null and of no effect and value, forbidding all persons whatsoever, to pay any regard to them. His Majesty commands and orders the Duke de Penthièvre, Admiral of France, the Marshals of France, his Governors, and Lieutenant-Generals of his provinces, and armies, Major-Generals, Colonels of horse and foot, Captains, Chiefs, and Leaders of his soldiers, as well horse as foot, French and strangers, and all other his officers whom it may concern, that they cause the contents of these presents to be executed, as far as it relates to each of them, in the extent of their powers and jurisdictions: for such is his Majesty's pleasure, who wills and commands, that these presents be published and posted up in all his cities, as well maritime as others, and in all his ports and harbours, and other places of his kingdom, and territories under his obedience, where necessary, that no one may pretend ignorance thereof. Done at Versailles, the 15th of March 1744.

(Signed) LOUIS,
(and lower) AMELOT.

Declaration of War against the French King.

GEORGE R.

The troubles which broke out in Germany, on account of the succession of the late Emperor Charles VI. having been begun and carried on by the instigation, assistance, and support of the French King, with a view to overturn the balance of power in Europe, and to extend the dangerous influence of that Crown, in direct violation of the solemn guarantee of the pragmattick sanction, given by him in the year 1738, in consideration of the cession of Lorraine; and we having on our part executed our engagements for maintaining the pragmattick sanction, with that good faith which is inseparable from

us ;

us ; and having opposed the attempts made against the dominions of the Queen of Hungary : we are not surpris'd that our conduct in this respect, should have drawn upon us the resentment of the French King, who has found his ambitious views, in a great measure, disappointed by the assistance we have furnished to our ally, unjustly attacked by him ; or that he should alledge it as a principal reason for declaring war against us.

From the time that we found ourselves obliged, for the maintenance of the just rights of our subjects, to enter into a war with Spain ; instead of observing a strict neutrality, which we might have promised ourselves on the part of the French King, from whom we were even founded by treaty to have demanded assistance, he has given encouragement and support to our enemies, by conniving at his subjects acting as privateers under Spanish commissions, both in Europe and America ; and by sending, in the year 1740, a strong squadron into the American seas, in order to prevent us from prosecuting the just war which we were carrying on against Spain in those parts : and we have the most authentic proof, that an order was given to the commander of the French squadron, not only to act in a hostile manner against our ships, either jointly with the Spaniards, or separately ; but even to concert measures with our enemies, for attacking one of our principal dominions in America ; a duplicate of that order, dated the 7th of October 1740, having fallen into the hands of the commander in chief of our squadron in the West Indies. This injurious proceeding was greatly aggravated, by the French minister at our court having declared, on occasion of sending the said squadron, that the French King was very far from having any design or intention of breaking with us.

The same offensive conduct was continued, on the part of the French King, towards us, by his squadron in the Mediterranean, in the year 1741, joining with and protecting the ships of our enemies, in sight of our fleet, which was preparing to attack them.

These unwarrantable proceedings ; the notorious breach of treaties, by repairing the fortifications, and erecting new works at Dunkirk ; the open hostilities lately committed against our fleet in the Mediterranean ; the affront and indignity offered to us, by the reception of the son of the pretender to our crown, in the French dominions ; the embarkation actually made at Dunkirk, of a considerable body of troops, notoriously designed for an invasion of this kingdom, in favour of the pretender to our crown ; and the sending a squadron of French ships of war into the channel, to support the same embarkation and invasion, will be lasting monuments of the little regard had by the French court for the most solemn engagements, when the observance of them is inconsistent with interest, ambition, or resentment.

We cannot omit taking notice of the unjust insinuations contained in the French King's declaration of war against us, with respect to the convention made at Hanover in October 1741. That convention, regarding our electorate only, had no relation to our conduct as King

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of Britain. The allegations concerning it, are groundless and injurious; our proceedings in that respect, having been perfectly consistent with that good faith which we have always made the rule of our actions.

It is unnecessary to mention the objections made to the behaviour of our ministers in foreign courts; since it is notorious, that the principal view and object of the negotiations of the French ministers in the several courts of Europe, have been either to stir up intestine commotions in the countries where they resided, or to create differences and misunderstandings between them and their respective allies.

The charge of piracy, cruelty, and barbarity, against our ships of war, is equally unjust and unbecoming; and we have all such proceedings so much in abhorrence, that, if any practices of that nature had been made appear to us, we should have taken effectual care to put a stop to them, and to have punished the offenders in the severest manner.

We being therefore indispensably obliged to take up arms, and entirely relying on the help of Almighty God, who knows the uprightness of our intentions, have thought fit to declare, and do hereby declare war against the French King; and we will, in pursuance of such declaration, vigorously prosecute the same by sea and land; being assured of the ready concurrence and assistance of all our loving subjects, in so just a cause: And we do hereby will and require our Generals and Commanders of our forces, our Commissioners for executing the office of High Admiral of Great Britain, our Lieutenants of our several counties, Governors of our forts and garrisons, and all other officers under them, by sea and land, to do and execute all acts of hostility in the prosecution of this war against the said French King, his vassals, and subjects, and to oppose their attempts; willing and requiring all our subjects to take notice of the same; whom we henceforth strictly forbid to hold any correspondence or communication with the subjects of the French King: And we do hereby command our own subjects, and advertise all other persons of what nation soever, not to transport or carry any soldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the said French King; declaring, that whatsoever ship or vessel shall be met withal, transporting or carrying any soldiers, arms, powder, ammunition, or other contraband goods, to any of the territories, lands, plantations, or countries of the said French King, the same being taken, shall be condemned as good and lawful prize. And whereas there are remaining in our kingdoms divers of the subjects of the French King, we do hereby declare our Royal intention to be, that all the French subjects, who shall demean themselves dutifully towards us, shall be safe in their persons and estates.

Given at our court at St James's, the 29th of March, 1744, in the seventeenth year of our reign.

God save the King.

Note

Note 31. A List of the fleet belonging to the States General sent to the assistance of Great Britain against a French invasion, 1744.

<i>Admiralties.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men</i>	<i>Commanders.</i>
Meuse,	Dort,	54	270	Hooft.
	Delft,	54	270	Welesteyn.
	Gorcum,	44	225	Vander Myle.
	Out Teylingen,	44	225	Vander Gon.
	Haerlem,	76	450	Grave, Rear-Admiral.
Amsterdam,	Damiaté,	64	325	Schryver.
	Lawenhord,	54	270	Reynst.
	Edam,	54	270	Frenfel.
	Affendelft,	54	270	Boudaan.
	Brederole,	54	270	Vander Wayen.
	Middleburg,	44	225	D. Peterfon.
	Gouderaars,	44	225	Vander Poort.
Middleburg,		64	325	
		64	325	
		64	325	
Frise,	Friso,	60	325	Prigner.
	Vrifelande,	54	270	Van Ingen.
	Medembligh,	54	270	Hooting.
North Holland,		54	270	Vander Ster.
		44	225	Van Zaen.
		1076	5680	

Note 32. A List of the Squadron sent to the East Indies commanded by Commodore Barnet, with a description of the Cape de Verd Islands, and Port Praya.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Deptford,	60	415	Curtis Barnet, Commodore.
Medway,	60	400	Capt. J. Philipfon.
Preston,	50	300	Ed. Peyton
Diamond,	20	120	Earl of Northesk.
			John Moore.
		190	1235

A description of the Cape de Verd Islands.

These islands are named from a Cape on the continent of Africa, near the river Gambia, to which they lie opposite, at the distance of three hundred miles, situated between 23 and 26 deg. of W. Lon. and

and 14 and 18 N. Lat. They were discovered in 1460 by the Portuguese, to whom they continue subject. They are about twenty in number, but only eleven or twelve of them are inhabited, viz. St Jago, Bravo, Fuego, May or Mayo, Bonavista, Sal, St Nicholas, St Lucia, St Vincent, Santa Cruz, and St Antonio, the rest being barren rocks. The air, generally speaking, is very hot, and in some of them unwholesome. They are inhabited by Europeans, or their descendants, and negroes. St Jago, where the Viceroy resides, is the largest, being near one hundred and fifty miles in circumference; it is mountainous, but very fruitful, producing sugar, cotton, oranges, cocoa-nuts, and all other tropical fruits, and some wine. St Jago, or Ribeira-Grande, is the capital town, which is inland. About seven miles east from the capital is Port Praya, where there is good anchorage. Here ships bound to the East Indies and Guinea, from England, Holland, and France, frequently touch, to take in water and refreshments; here is a small town or village; and on an eminence a fort, but not of sufficient strength to protect the shipping in the bay.

At the island of Mayo, immense quantities of salt are made; and they export a number of asses for the West Indies.

The island of Fuego is a volcano.

Note 33. Description of the islands of St Martin and St Bartholomew, and a List of the Fleet on the Leeward-Island station.

St Martin's Island.

St Martin's island is one of the Caribbees, lying on the N. W. of St Bartholomew, and S. W. of Anguilla. It is forty-two miles in circumference, has neither harbour nor river. It has several salt-pits; and its productions are the same as the other West India islands. Lat. 18. 4. N. Lon. 63. 0. W. The French and Dutch possess it jointly.

St Bartholomew.

St Bartholomew is one of the Caribbees, thirty miles N. of St Christopher's, and subject to the French, who sent a colony thither in 1648. It is about twenty miles in circumference, and has a good harbour, which proves of great utility to whoever is master of the island in time of war. Lat. 17. 56. N. Lon. 63. 10. W.

List of the Fleet under the command of Commodore Peter Warren, at the Leeward Islands, 1744

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Superb,	60	Peter Warren Commodore,
* Suffolk,	70	Capt. Ed. Pratten.
Pembroke,	60	Geo. Balchen.
Falkland,	50	T. Grenville.
Sutherland,	50	Geo. Pocock.
Torrington,	40	Rd Edwards.
Launceston,	40	War. Calmady.
VOL. I.	(G)	Woolwich,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Woolwich,	40	T. Fincher.
Eltham,	40	Ph. Durell.
Centaur,	20	Rd Tyrrell.
* Lyme,	20	Ja. Burcher.
Otter,	14	A. Smith.
Fame,	12	John Campbell.
Hind,	16	Tho. Innes.
Bien Aimé,	18	Clark Gayton.
Ludlow Castle, hulk,		T. Blofs.

* Convoyed the trade to England; the Lyme foundered on the voyage, and all on board perished.

Note 34. List of the combined Fleets of France and Spain, and Great Britain, with their lines of battle, February 11, 1744.

BRITISH.

The Revenge to lead with the Starboard, and the Stirling Castle with the Larboard tacks on board.

<i>Frigates.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Nonfuch,	Revenge,	70	480	Hon. G. Berkeley
* Dartmouth,	Elizabeth,	70	480	Jos. Lingen.
Romney,	Buckingham,	70	480	J. Towry.
Oxford,	Russell,	80	600	R. Long.
				{ Richard Lestock, V.
Feversham,	Neptune	90	770	{ Ad. of the White,
				{ Geo. Stepney.
Winchelsea,	Torbay,	80	600	J. Galscoigne.
Mercury fire-ship,	Cambridge,	80	600	C. Drummond.
	Dunkirk,	60	400	C. W. Purvis.
	* Burford,	70	480	Rich. Watkins.
	Royal Oak,	70	480	Edmund Williams.
	Rupert,	60	400	J. Ambrose.
Spence, sloop,	Essex,	70	480	Rich. Norris.
Enterprise, <i>barco</i>	Dorsetshire,	80	600	Geo. Burriſh.
<i>longo,</i>				
Ann galley, fire-ship,	Marlborough,	90	750	James Cornewall.
Sutherland hof- pital ſhip.	Namur,	90	780	{ Tho. Matthews, Ad. of the Blue.
	Norfolk,	80	600	Hon. J. Forbes.
	Princeſſa,	70	650	Robert Pett.
	Somerſet,	80	600	Geo. Slaughter.
	Dragon,	60	400	Cha. Watſon.
	Bedford,	70	480	Hon. G. Townſhend.
	Kingſton,	60	400	J. Lovett.
				Berwick,

APPENDIX.

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<i>Frigates.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Newcastle,	Berwick,	70	480	Ed. Hawke.
	Princess Caroline,	80	600	Hen. Osborne.
Guernsey,	Barfleur,	90	765	{ William Rowley, R.-Ad. of the Red. Merrick de l'Angle.
* Chatham,	Boyne,	80	600	Row. Frogmore.
Salisbury,	Chichester,	80	600	T. Dilk.
Diamond,	Nassau,	70	480	Ja. Lloyd.
Dursley galley,	Warwick,	60	400	Temple West.
* Seaford,	Stirling Castle,	70	480	Thomas Cooper.

The ships marked thus *, were not in the action.

The Frigates were commanded as follows :

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Nonfuch,	50	Capt. Edm. Strange.
* Dartmouth,	50	J. Bowdler.
Romney,	50	H. Godsalve.
Oxford,	50	H. Paulet.
* Newcastle,	50	T. Fox.
Guernsey,	50	S. Cornish.
Chatham,	50	R. Hughes.
Salisbury,	50	P. Osborne.
Feverham,	40	Rich. Watkins.
Diamond,	40	Ja. Hodfoll.
Winchelsea,	20	W. Marth.
Dursley galley,	20	G. Vanburgh.
* Seaford,	20	T. Pye.
* Kennington,	20	Hon. Geo. Edgecumbe.
Spence,	20	T. Mogg.
Mercury,	{	M. Peadle.
Ann galley,		Mackay.
Enterprife, <i>barco longo</i> ,		T. Hemming.
Sutherland hospital-ship,	18	Lord Colvill.

COMBINED FLEET.

The *Ifabella* to lead with the Starboard, and the *Borée* with the Larboard Tacks on board.

SPANISH.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
<i>Ifabella</i> ,	80	900	Don Ignatio Dutabil.
<i>El Sobiero</i> ,	60	600	Don Juan Baley Castro.
<i>St Ferdinando</i> ,	64	650	Conde de Vega Florida.
<i>El Brilliante</i> ,	60	600	Don Blafs de la Barrida.
<i>El Alcion</i> ,	58	600	Don Joseph Rentiria.
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A P P E N D I X

<i>Frigates.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
	El Hercules,	64	650	Don Cosmo Alvario.
Le Voluge, 20	El Royal Philip,	114	1350	Don J. J. Navarro, Ad.
and a fire-ship.	El Constant,	70	750	Don N. Geraldine.
	El Poder,	60	600	Don August. Eturiago.
	El Neptuno,	60	600	Don Roderigo Errutia.
	El America,	60	600	Don Henrico Olivares.
	El Orient,	60	600	Don Anibal Pettruche.
				Don Piacom. Man. de Vilena.

F R E N C H.

<i>Frigates.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
	Le Solide,	64	650	M. de Chateaufneuf.
	Le Diamant,	50	550	M. de Marrilart.
La Fleur, 20	Le St Esprit,	74	800	M. de Puifon.
Le Zephyr, 20	Le Terrible,	74	850	M. de Court, Admiral.
and 2 fire-ships.	Le Tigre,	50	550	M. de Saurin.
	Le Ferme,	74	800	M. de Deforquart.
	Le Serieux,	64	650	M. de Chaylus.
	Le Furieux,	60	600	M. de Gravier.
	L'Eole,	64	650	M. d' Albert.
	L' Aquilon,	48	500	M. de Vaudrueil.
	L' Alcion,	54	500	M. de Laracao.
	Le Trident,	64	650	M. de Caylus.
L'Atalante 20	L' Esperance,	74	820	M. de Gabaret, Com-
and 1 fire-ship.	Le Duc d'Orleans,	74	800.	modore.
	Le Toulouse,	60	600	M. d' Orves.
	Le Borée,	64	650	M. de Draftive.
				M. de Damaquart.

Note 35. List of the Fleet under the command of Sir Charles Hardy, that escorted the Trade and Store-ships to Lisbon, in Spring 1744.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
St George,	90	Vice-Ad. Sir Cha. Hardy.
		Capt. Hon. J. Byng.
Sandwich,	90	Rear-Ad. Martin.
		Capt. Roger Martin.
Victory,	100	S. Faulknor.
Duke,	90	Thomas Trevor.
Princess Royal,	90	Hon. F. H. Lee.
Princess Amelia,	80	John St Loe.
Cornwall,	80	Cha. Holmes.
Shrewsbury,	80	Sol. Gideon.
Northumberland,	70	Tho. Watfon.
Monmouth,	70	Henry Harrison.

Captain,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Captain,	70	Thomas Griffin.
Princess Mary,	60	Thomas Smith.
Dreadnought,	60	Hon. Ed. Boscawen.
Torrington,	40	Richard Edwards.
Grenada,	14	William Parry.
Grampus,	14	Richard Collins.

Note 36. List of the Squadron in the British Channel, under the Command of Vice-Admiral William Martin, in Summer 1744.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Edinburgh,	70	{ Vice-Ad. William Martin. Capt. Thomas Cotes.
Lenox,	70	P. Lawrence.
Prince Frederick,	70	Harry Norris.
Hampton Court,	70	S. Moltyn.
Monmouth,	70	H. Harrison.
Captain,	70	T. Griffin.
Princess Louisa,	60	W. Boys.
Canterbury,	60	D. Hore.
Defiance,	60	Lord Forrester.
Sunderland,	60	J. Brett.
Chester,	50	F. Geary.

Note 37. A List of the British and Dutch Fleets, sent out under the Command of Admiral Balchen, to the coasts of Spain and Portugal in Autumn 1744.

B R I T I S H.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Victory,	110	{ Admiral, Sir John Balchen. Capt. Sam. Faulknor.
Duke,	90	{ James Steuart Vice-Ad. of the Red.
St George,	90	{ Capt. Thomas Trevor. William Martin, Vice-Ad. of the Blue.
Princess Amelia,	80	{ Capt. Roger Martin. Edward Spragge.
Hampton Court,	70	S. Moltyn.
Captain,	70	T. Griffin.
Monmouth,	70	H. Harrison.
Prince Frederick,	70	Harry Norris.
Suffolk,	70	Ed. Pratten.
Augusta,	60	Hon. J. Hamilton.
Sunderland,	60	J. Brett.

Princess

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Princess Mary,	60	T. Smith.
Exeter,	60	T. Broderick.
Falkland,	50	Thomas Grenville.
Ætna, } fire-ships, {	8	David Brodie.
Scipio, }	8	Hon. Arch. Stuart.
Fly, sloop,	14	

D U T C H.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Haerlem,	70	Admiral Baccareff.
Dordrecht,	64	Vice-Admiral P'Hooft.
Damiatè,	64	Schryver.
Lawenhorst,	54	Rear-Admiral Reynst.
Edam,	54	Capt. Trenfel.
Affendelft,	54	Boudaan.
Delft,	54	Wellefeyn.
and two frigates.		

Note 38. Copies of two Letters to Commodore Barnet in the East Indies, viz. one from the Earl of Winchelsea, First Lord of the Admiralty, the other from Captain (afterwards Lord) Anson.

Lord Winchelsea's Letter.

S I R,

September 24th 1744.

By Captain Elliot of the Lively Sloop you will receive your orders, which I hope and believe will be very agreeable to you, and in which I do not doubt from your conduct we may hope to meet with the desired success.

He will bring you some Journals which I have procured, and which he will deliver to you when he joins you: I think there are three books of Journals, as they may be of use to him in the prosecution of his voyage to join you, I have allowed him the use of them on his passage. He will bring you also a parcel marked N^o 2, and another marked N^o 3; those can be of no use to him, and therefore he will deliver them sealed to you for your use in the prosecution of the orders you will by him receive from the Board. I need add nothing further than to assure you that I am glad you have the command, because the public will be well served, and I believe it will turn out much to your credit and advantage. Sir, with great truth and esteem, your most faithful servant,

WINCHELSEA.

Captain (afterwards Lord) Anson's Letter.

Dear Sir,

September 14th 1744.

It gave me great pleasure, on my arrival in England, to hear your destination was what I would wish to a friend I esteem as much as I do you.
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My good fortune in taking the ship from Acapulco, put me upon thinking, that the same service might be performed by part of your Squadron; and mentioning it to Mr Hume, he searched all the India ships journals, to find if the monsoon would serve to carry you up to Cape Spirito Santo in time; for the Galleon always arrives off that Cape between the 10th of June and the end of July. All the India people being convinced that you might get to your station in time, I have furnished all the papers that I think can be of use to you, which you will receive from the Lords of the Admiralty. One of the Charts which lays the Cape down in 12. 40. N. Lat. you will find a good one. You must not come nearer the Cape than to see it from your mast head, as you are intended to cruize for the ships outer bound; for if you should be discovered from the Cape, it will certainly stop her from proceeding on her voyage.

The land called Cape Engano, is not the Cape called by that name at the north end of Luconia, but some head-land on the island of Catanduanes, or near it, as you will find by the copies of three of the Galleons journals bound out, which will direct you where to take a proper station to intercept her. If you should find the winds contrary, so that you cannot get up to the grand Ladroon in time, the passage is clear between the north end of Luconia and the island called the Babiones; but I should advise your getting upon the coast of China, and making the Grand Ladroon, because I don't know how you may find the currents set off Cape Bajador. If it is possible, don't let the people at Batavia suspect your design of cruizing off the Philippine Islands, for there is such a connection between them and the Spaniards, that they will endeavour to give them the earliest notice possible of your intention. I know you will have many friends here that will send you the current news, therefore shall save you the repetition of it; and heartily wish you your health, with all kinds of success and prosperity, being your sincere and faithful friend,

G. ANSON.

Note 39. A List of the Sea and Land Forces at the Siege of Louisburg in 1745, with a Description of the place.

Fleet that reduced Louisburg.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>When they joined.</i>
Superb,	60	{ Peter Warren, Com- modore. Capt. T. Somers.	{ Arrived from the West Indies, A- pril 23.
Eltham,	40	Ph. Durell.	
Launceston,	40	Warwick Calmady.	
Mermaid,	40	James Douglas.	

Princess

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>When they joined.</i>
Princess Mary,	60	Richard Edwards.	} Ar. from { May 22.
Hector,	40	Frederick Cornewall.	
Chester,	50	Francis Geary.	} England, { May 23.
Canterbury,	60	Daniel Hore.	
Sunderland,	60	John Brett.	} ditto June 10.
Lark,	40	J. Cruickshanks.	
			} ditto, ditto 12.

Land Forces, under General Pepperell.

Troops raised in the Province of Massachusetts-Bay,	3250
New Hampshire,	304
Connecticut,	516
Marines and Seamen from the different ships of war,	800
Total,	4870

CAPE BRETON.

Cape Breton, called by the French L'Isle Royale, is situated between 45 and 47 degrees of N. lat. and forms the western coast of the entry of the gulph of St Lawrence, as the island of Newfoundland does that on the eastern, the distance between them being sixteen leagues. The strait which separates it from Acadia or New Scotland, is about five leagues long and one broad, and is called the Gut of Canso, or Pass of Fronsac. Its length from N. E. to S. W. is not quite fifty leagues, and its greatest breadth from E. to W. not more than thirty-three. Its figure is very irregular, being so intersected with lakes and rivers, that the two principal parts of it are only joined by an isthmus eight hundred paces broad, which separates the bottom of Port Thoulouse from several lakes, called by the general name of Labrador. These lakes fall into the sea by two channels of unequal breadth, formed by the island Verderonni, or de la Bourladerie, which is seven leagues in length.

The climate of Cape Breton is much like that of Quebec; and though fogs are much more frequent in the former, there are, however, few complaints of its unwholesomeness. The land is generally unfertile, yet produces trees of all kinds; such as oaks of a prodigious size, pines for masts, with all sorts of timber for building. The most common are, the oak, cedar, ash, maple, plane-tree, and poplar. Fruits, especially apples, legumes, or pulse, wheat, with all other sorts of useful grain; hemp, flax, though in less quantity, are, however, equal in goodness to those produced in Canada. It has been remarked, that the mountains are capable of culture, even to their tops; that the good lands lie open to the south, and are covered from the north and north-west winds by the mountains which lie towards the gulph of the river St Lawrence.

All sorts of domestic animals, horses, horned cattle, hogs, sheep, deer, and poultry, find abundance of provender. Hunting and fish-

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ing are alone able to maintain the inhabitants for a considerable part of the year. There are also several rich mines of excellent coal in the mountains, thick seams of which appear on their sides: it is easily worked, and great quantities of it are carried to Louisburg and other places. In the Gulf of Canso there is also found plaster like that dug up near Paris. It is affirmed that no part of the world affords greater plenty of cod-fish, with more conveniences of all sorts for curing them. This island was formerly well stocked with game, but it has lately become very scarce, especially the elk. The partridge is of the size of a pheasant, resembling it also very much in the colour of its feathers. Lastly, no place can be better situated for the fishing of the sea-wolf, porpoise, and whale, which are found in great plenty in these seas. There are several good harbours in the island, but the chief of them is

LOUISBURG,

Which lies in lat. 45. deg. 50. m N. and 61. deg. W. from the meridian of Paris. It stands in the south-west part of the island. This city is of a middling size, the houses being of wood, on a foundation of stone to the height of about six feet from the ground; and in some, the whole ground-floor is of stone, and the upper stories of wood. It is walled, and very well fortified in the modern manner; and within the place, and near the centre of the fortifications, in the Bastion Royal, is a strong building, with a moat on the side toward the town. This is called the citadel, though it neither has artillery, nor is capable of receiving any; the entrance to it indeed is over a draw-bridge, on one side of which is a corps de garde, and advanced sentinels on the other. Within this fort are the governor's house, the barracks for the garrison, an arsenal, the powder magazine, and excellent casemates. The parish-church, or rather chapel, likewise stands within this citadel; and without it is another, belonging to the hospital of St Jean de Dieu, a spacious though ancient structure, all of stone. The harbour is so extensive, that the whole British navy may ride in it with safety; but its entrance is very narrow, being confined by Goat island, whereon stands a pretty large fort; and on the opposite side is a light-house of considerable height. The coast on this side, within, forms a point, which advances towards the shore, till it faces the mouth of the harbour; opposite to which is the royal battery, which defends the entrance of the harbour. From this battery, the coast, winding inwards, forms a capacious bay, which is an excellent careening place for ships of any burden, having a considerable depth of water, and being in a great measure land-locked; for which reason the country vessels lie up here in winter. In summer, they all come to an anchor before the town, at about a quarter of a league's distance; though the smaller vessels may come within a cable's length of the shore, where they lie quiet from all winds, except the east, which blows right into the harbour's mouth, and causes an agitation, but without any danger to the ships at anchor.

Between the royal-battery point and that of the light-house, but nearer to the former, lie some sands, always above water; but the harbour is every where else so clear, that ships going out or coming in may very safely tack, even when the wind is not fair. In winter, however, this harbour is altogether impracticable, being of entirely frozen, that it may be walked over. That season begins here at the end of November, and continues till May or June. Sometimes the frosts set in sooner, and are more intense, as in the year 1745, when great part of the harbour was frozen over by the middle of October.

The inhabitants of Louisburg, at that time the only town in the island, consisted of French families, some Europeans, others Creoles, of the place itself, and from Placentia in Newfoundland, from whence they removed hither on the ceding of that island to the Crown of Great Britain. The chief, if not the only trade of the inhabitants, is the cod-fishery, from which a vast profit accrued to them, not only on account of the abundance of this fish, but because the neighbouring seas afford the best of any about Newfoundland. Their wealth consists in their store-houses, some of which are within the town, and others scattered along the shore; and in the number of their fishing barks, of which some of the most wealthy have each of them forty or fifty daily employed in this valuable fishery, carrying three or four men a-piece, who receive a settled salary, but are, at the same time, obliged to deliver a certain number of standard fish; which it is not difficult to perform, as they may load their boats twice a-day in the very mouth of the harbour. Hence it comes to pass, that the cod store-houses seldom fail of being full against the time that ships resort hither from France, laden with provisions and other goods, with which the inhabitants provide themselves, in exchange for the fish, or consign them to be sold in France. Ships likewise from the French colonies of St Domingo, and Martinico, bring sugar, tobacco, coffee, rum, &c. and return laden with cod; and any surplus after Louisburg is served, finds a vent in Canada, where the return is made in beavers skins, and other fine furs. This was a most beneficial port to France; for by means of it they not only carried on a very profitable trade with the mother country, but an extensive commerce with the Roman Catholic part of Europe. This fishery being the sole employment of the inhabitants of this colony during the summer months, the country is but very little cultivated; and in winter, the whole surface is covered with snow three or four feet deep, which does not dissolve till the summer is considerably advanced.

Besides the considerable commerce which the French had at this port, they fitted out such a number of privateers, that the trade of our American colonies, (particularly New England), was so much interrupted, that an offer was made by the province of Massachusetts's bay, to raise forces and attack it; and the ministry approved the scheme.

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Note 40. List of the Squadron on the Jamaica Station, under Vice Admiral Davers, who was sent out to relieve Sir Chaloner Ogle in 1745.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Cornwall,	80	{ Thomas Davers, Vice-Admiral. Capt. Richard Chadwick.
Prince of Orange,	60	
Rippon,	60	Miles Stapylton.
Plymouth,	60	James Rentone.
Strafford,	60	Digby Dent.
Falmouth,	50	Hon. Edward Legge.
Assistance,	50	J. Simcoe.
Adventure,	44	S. Callis.
Enterprise,	44	Cor. Mitchell.
Seahorse,	24	C. Holmes.
Experiment,	24	C. Colby.
Biddeford,	24	H. Dennis.
Rippon's Prize,	20	C. Powlett.
Drake,	14	S. Graves.
Merlin,	14	Ed. Clarke.
Basilisk, } bombs, {	8	D. Brodie.
Blast, } {	8	Ed. Falkingham.
Mercury hulk,		M. Shuldham.
		P. Toms.

Note 41. A List of his Majesty's Ships at the Leeward Islands, under the command of Vice-Admiral Townsend in 1745.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Dorsetshire,	80	{ Vice Adm. Isaac Townsend. Capt. P. Lawrence.
Lenox,	70	
Princessa,	74	Edmund Toll.
Ipswich,	70	Joseph Lingen.
Dreadnought,	60	Robert Maynard.
Worcester,	60	T. Broderick.
Kingston,	60	T. Andrews.
Pembroke,	60	Robert Hughes.
Hampshire,	50	George Balchen.
Argyle,	50	L. Daniel.
Severn,	50	Fr. Holburne.
Woolwich,	50	W. Lisle.
Gibraltar,	20	J. Cockburn.
Centaur,	20	Con. Norbury.
Otter,	14	Richard Tyrrell.
Fame,	12	Abel Smith.
Hind,	16	James Campbell.
Bien Aimé, store-ship,		Thomas Innes.
Ludlow Castle, hulk,		Clark Gayton.
		Thomas Blofs.

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Note 42. List of his Majesty's Fleet in the Mediterranean, under the Command of Vice-Admiral Rowley, before Rear-Admiral Townsend was detached with a Squadron to the Leeward Islands in the beginning of 1745, together with Descriptions of the Cities of Genoa and Bastia, the Ports of Savona and Final, and Vado-Bay in Italy.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Neptune,	90	{ Vice-Adm. William Rowley. Capt. Arthur Gardiner.
Russell,	80	{ Vice-Adm. Henry Medley. Capt M. Buckle.
* Dorsetshire,	80	{ Rear-Adm. Isaac Townsend. Capt. Edmund Toll.
Marlborough,	90	Richard Watkins.
Princess Caroline,	80	J. Lovett.
Norfolk,	80	T. Pye.
Torbay,	80	C. W. Purvis.
Cambridge,	80	L. Leslie.
Boyne,	80	J. Lloyd.
Bedford,	70	Hon. Geo. Townshend.
Essex,	70	Richard Hughes.
Nassau,	70	Essex Holcomb.
Royal Oak,	70	C. Long.
Elizabeth,	70	Rich Jasper.
Revenge,	70	Hon. Geo. Murray.
* Princessa,	74	Jos. Lingen.
Stirling Castle,	70	T. Cooper.
Berwick,	70	Edward Hawke.
Burford,	70	Edmund Strange.
* Ipswich,	70	Robert Maynard.
* Lenox,	70	P. Lawrence.
Dragon,	60	C. Watson.
Rupert,	60	Edmund Horne.
* Kingston,	60	R. Hughes.
Dunkirk,	60	Ja. Young.
* Worcester,	60	Mat. Mitchell.
Jersey,	60	C. Hardy.
* Argyle,	50	Francis Holburne,
Guernsey,	50	S. Cornish.
Dartmouth,	50	J. Crookshanks.
Chatham,	50	A. Smith.
Nonfuch,	50	Ja. Hodfoll.
Antelope,	50	Ar. Scott.
Leopard,	50	Lord Colvill.
* Hampshire,	50	Geo. R. Vanburgh.
Feverham,	44	L. Daniel.

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<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Diamond,	44	R. Robinson.
Roebuck,	44	T. Sturton.
Liverpool,	44	George Durell.
Torrington,	44	J. Hardy.
Kennington,	20	Hon. Geo. Edgecumbe.
Lowestoffe,	20	J. Bowdler.
Seaford,	20	J. Wilson.
Phoenix,	20	Hugh Forbes.
Spence,	8	
Dragon's Prize,	8	S. Master.
Postillion,	12	T. Andrews
Enterprize, <i>barco longo.</i>	8	William Meldrum.
Terrible,	8	J. Loving.
Carcase,	8	J. Weller.
Firedrake,	8	S. Marshall.
Lightning,	8	Rich. Knight.
Nazareth,	{	T. Knowler.
Duke,		M. Barton.
Trelawny, store-ship,		
Rocheſter, hoſpital-ſhip,		

* Thoſe marked thus *, went to the Weſt Indies with Rear-Admiral Townſend.

A Deſcription of the City of Genoa.

Genoa is one of the fineſt cities in Italy, and capital of the republic bearing its name, the ancient Liguria. It is ſituated in Lat. 44. 25. N. Lon. 8. 41. E. being 225 miles N. W. of Rome, and 62. S. E. of Turin. The city is very ancient, large, and magnificent, being ſix miles in circumference, built like an amphitheatre on the ſide of a ſteep hill, ſloping towards the ſea, from whence, by its great number of grand churches, convents, palaces, and public edifices, it makes an uncommon, grand, and beautiful appearance, the houſes being ſix or ſeven ſtories high. The city is extremely populous; and a great trade is carried on here in velvets, ſilks, and the like. Here is a very fine harbour, capable of receiving the largeſt ſhips, for whoſe ſecurity againſt the wind and waves, they have built a mole five hundred and ſixty paces in length and thirteen in breadth; it is fifteen feet above the level of the water; on this mole there is a light-houſe of great height; the harbour can be ſhut by a chain or boom, to prevent veſſels either from entering or going out of the port. Conſidering its ſituation, Genoa is extremely well fortified, and well ſupplied with water. Louis XIV. King of France, bombarded this city in 1684; and the Auſtrians took it in 1746; but their inſolence and oppreſſion driving the inhabitants to deſpair, they roſe on the garrifon, maſſacred a great number of them, and expelled the reſt. It is called Genoa the Proud; and of old, Ligurian faith was not held in any great eſteem.

Deſcription

Description of the Port of Savona.

Savona is a large, handsome, fortified town in the republic of Genoa, situated in Lat. 44. 18. N. Lon. 8. 20. E. on the Mediterranean. The Genoese, fearing that the trade carried on here would be hurtful to Genoa, ruined its harbour, so that it can now only admit of small vessels. The country about it is well cultivated, and abounds in silks and all sorts of fruits. It is distant from Genoa twenty miles to the S. W. and twelve N. E. from Final.

Description of the Port of Final.

Final is subject to and lies in the republic of Genoa, Lat. 44. 14. N. Lon. 8. 0. E. thirty miles S. W. of Genoa. It was sold to the Genoese in 1713 by the Emperor Charles VI. It has a pretty good harbour on the Mediterranean, defended by a citadel and other fortifications.

Vado-Bay.

A Bay on the coast of Genoa in Italy, in which the British fleet frequently anchored and watered during the late war. It is situated three miles W. of Savona, and twenty-four S. W. of Genoa.

Description of the City and Port of Bastia.

Bastia is the principal sea-port in the island of Corsica, has a good harbour, defended by a castle and other works. It lies in Lat. 42. 36. N. Lon. 9. 30. E. The Genoese were in possession of it; but the malcontents, assisted by the British, drove them out of it in 1745.

Note 43. List of M. la Bourdonnais's Fleet in the East Indies, 1746.

<i>Ships.</i>	<i>Guns bored for.</i>	<i>Guns mounted.</i>	<i>Men.</i>	<i>Commanders.</i>
L'Achille,	74	70	700	M. la Bourdonnais.
Le Duc d'Orleans,	56	36	450	
Le Bourbon,	56	34	400	
Le Neptune,	54	34	400	
* Le Phœnix,	54	34	400	
Le St Louis,	44	30	400	
* Le Lys,	40	28	300	
Infulaire,	30	26	250	
Total,	398	292	3300	

* Foundered in the gale of the 2d October.

Reinforcement

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Reinforcement which joined M. la Bourdonnais in 1746.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Centaur,	74	700	M. de Bouvet.
Mars,	56	420	
Brillant,	50	400	
		180	1520

Note 44. List of the Fleet under Commodore Peyton, in the East Indies, 1746; and Description of the City of Madras.

List of the Fleet under Commodore Peyton.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Medway,	60	400	{ Ed. Peyton, Commodore. Capt. Rosewell.
Preston,	50	300	
Winchester,	50	300	Geo. Earl of Northesk.
Harwich,	50	300	Lord Thomas Bertie.
Medway's Prize,	40	240	Philip Carteret.
Lively,	20	120	Thomas Griffin.
		270	Nath. Stevens.
		270	1660

Madras, or Fort St George,

Is a town and fort in Asia, on the coast of Coromandel, situated in Lon. 80. 34. E. Lat. 13. 5. N. sixty three miles north of Pondicherry. It is called by the natives Chilipatam. This is the chief settlement which the British have on this coast, and was granted them by the Great Mogul more than one hundred years ago. The territory, according to the first grant, extended about two leagues along the shore, and about one mile inland. The town and fort front the sea; it has no harbour; the surf is very great, so that landing is always dangerous, and frequently impossible. The place is badly supplied with fresh water. owing to a salt-water river or pond at the back of the town, so that water is either brought from a distance or preserved in cisterns. The town consists of three divisions; that to the south extends about four hundred yards in length from N. to S. and about one hundred yards in breadth; this was the principal part of the town; here all the Europeans resided; the governor and the rest of the Company's servants were all accommodated with elegant houses. Here the Company had their ware-houses; also an English and a Roman Catholic church. This division was surrounded by a rampart, having four bastions; but this fortification was of very poor construction, and there were no out-works to this division, which was known by the name of Fort St George, and was called, by way of distinction,

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in India, the White Town. On the north of this, and contiguous, was another division, much larger, and worse fortified, in which were many good habitations belonging to the Armenian and the richest Indian merchants who resided in the Company's territory: this was called the Black Town. The third division was to the north of this last, and was a large suburb, where all the native inhabitants resided. Besides the town, the Company had some villages upon their territory inhabited by natives. The trade from England to the coast of Coromandel, together with that which is carried on by the merchants of various nations, from one part of India to another, has raised Madras to a degree of opulence inferior only to Goa and Batavia. On the Company's territory here, were at least two hundred and fifty thousand inhabitants, of which the greatest part were natives of India of various casts and religions: amongst these were three or four thousand Indian Christians, who call themselves Portuguese, and pretend to be descended of that nation. In 1746 the British subjects in this settlement did not exceed three hundred and fifty men, of those two hundred were soldiers who composed the garrison, and neither they nor their officers had ever seen any service; with such it was not to be expected that the place could hold out for any time; for no reliance could be had on the black people, who considered themselves as neutrals, and would retire on the approach of danger. It is dangerous for ships to be at anchor before Madras during the Northern monsoons; for in India, the year is divided into two seasons. From the month of October to March, the winds blow from the north; and during the rest of the year, from the southern points of the compass. These seasons are called by the mariners monsoons: the change from one to the other is generally preceded by an interval of twenty days, in which calms, or light uncertain winds prevail. The setting in of the Northern monsoon generally falls out some time in the month of October, as that of the Southern does in the month of April. On the coast of Coromandel the Northern monsoon sometimes sets in with violent tempests or hurricanes; and if the monsoon sets in with moderation, it is often productive of tempestuous weather at different intervals, until the middle of December, so that it is held dangerous for any vessels to remain on the coast after the 15th of October, or to return to it sooner than the end of December.

Note 45. A List of his Majesty's Fleet at the Leeward-Islands in 1746, before Vice-Admiral Townsend sailed for North America.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Dorsetshire,	80	{ Vice-Admiral Townsend. Capt. Edm. Toll.
* Princessa,	74	
* Ipswich,	70	J. Cockburn. R. Maynard.

* These two ships met with a violent gale of wind on their voyage to Louisbourg, were in great distress, and obliged to bear away for England.

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<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Pembroke,	60	Capt. T. Fincher.
Dreadnought,	60	T. Broderick.
Woolwich,	50	Joseph Lingen.
Severn,	50	W. Lisle.
Argyle,	50	Fr. Holburne.
Sutherland,	50	Geo. Pocock.
Gosport,	44	Pat. O'Hara
Centaur,	20	Rd. Tyrrel,
Richmond,	20	W. Harman.
Bien Aimé	18	Richard Tarrish.
Ludlow-Castle, hulk,		Thomas Blofs.

Note 46. A List of his Majesty's Ships at Jamaica in 1746.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Cornwall,	80	Capt. Richard Chadwick.
Lenox,	70	Peter Lawrence.
Worcester,	60	Thomas Andrews.
Plymouth,	60	Digby Dent.
Strafford,	60	Corn. Mitchell *.
Falmouth,	50	Hen. Dennis.
Enterprize,	44	Charles Holmes.
Milford,	44	Edward Rich.
Seahorse,	24	J. Simcoe.
Biddeford,	24	C. Powlett.
Rippon's prize,	20	S. Graves.
Drake,	14	Ed. Clark:
Merlin,	10	D. Brodie.
Alderney, hulk,		Peter Toms.
Warwick,	60	R. Erskine.

* On the death of Vice-Admiral Davers, the command devolved on Capt. Mitchell, until the arrival of Commodore Knowles in the Warwick from North America.

List of the Fleet detached under the command of Commodore Mitchell.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Strafford,	60	Capt. Cornelius Mitchell.
Lenox,	64	Peter Lawrence.
Plymouth,	60	Digby Dent.
Worcester,	60	Tho. Andrews.
Milford,	44	Edward Rich.
Drake,	14	Ed. Clark.

French Fleet under M. de Conflans in the West Indies.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Terrible,	74	M. de Conflans.
Content,	64	
Arc en Ciel,	54	
Zephyr,	44	

Note 47. List of the French Fleet in North America, under le Duc d'Anville, in 1746.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Le Northumberland,	70	580	Duc d'Anville.
Le Trident,	64	500	M. Tourmell, Vice-Admiral.
* L' Ardent,	64	500	M. du Perrier.
† Le Mars,	64	500	M. de Colombe.
Le Leopard,	64	500	M. de Sergue.
L' Alcide,	64	500	M. de Crenay.
‡ Le Casbon,	60	480	M. de Noailles.
Le Tygre,	56	400	M. du Quesne.
Le Mercure,	56	400	M. de l'Allure.
Le Diamont,	50	360	M. de Mafiac.
Le Borée,	50	360	M. de Blenac.
La Megare,	30	200	M. de Kyfan.
L' Argonaute,	26	200	M. de Questain.
Le Prince d'Orange,	26	200	M. de Fougert.

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Accidents which befel the above Fleet before they returned to France.

* Chased ashore and destroyed by the Exeter near Quiberon.

† Taken by the Nottingham.

‡ Burnt at Chebuctu.

|| Taken by the Namur.

Note 48. A List of his Majesty's Fleet at Louisburg, under the command of Vice-Admiral Isaac Townsend, in 1746.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Pembroke,	60	{ Vice-Adm. Townsend. Capt. T. Fincher.
Vigilant,	64	
Canterbury,	60	James Douglas.
Chester,	50	D. Hore.
Norwich,	50	Ph. Durell.
Hampshire,	50	Smith.
Fowey,	40	L. Daniel.
		Pol. Taylor.

Kinsale,

A P P E N D I X.

79

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Kinfale,	40	Capt. R. Young.
Dover,	40	W. Shirley.
Torrington,	40	Richard Edwards.
Shirley,	20	J. Rous.
Albany,	14	S. Colby.

N. B. The crews of the above were about 3550 men.

Note 49. A List of his Majesty's Ships in the Mediterranean in 1746 and 1747, under the command of Vice-Admiral Medley, and Rear-Admiral Byng; with a Description of the River Var, the Port of Antibes, the Islands of St Margarete and St Honorate, &c.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Russell,	80	Vice-Adm. Henry Medley.
Boyne,	80	Capt. M. Buckle,
Norfolk,	80	Thomas Latham,
Princess Caroline,	80	Thomas Pyc.
Bedford,	70	John Lovett.
Burford,	70	Hon. Geo Townshend
Essex,	70	Edmund Strange.
Nassau,	70	Richard Hughes.
Royal Oak,	70	Essex Holcomb,
Revenge,	70	James Hodfoll.
Stirling Castle,	70	Hon. Geo. Murray.
Princessa,	74	John Fowler.
Dunkirk,	60	Hon. A. J. Hervey.
Jersey,	60	James Young.
Rupert,	60	C. Hardy.
Superb,	60	Edmund Horne.
Antelope,	50	{ Rear-Adm. Hon. J Byng.
Chatham,	50	{ Capt. Thorpe Fowke.
Colchester,	50	J. Bowdler.
Dartmouth,	50	A. Smith.
Guernsey,	50	L. O'Brien.
Leopard,	50	James Hamilton.
Litchfield,	50	S. Cornish.
Nonfuch,	50	Lord Colvill.
Diamond,	44	George Stepney.
Feverham,	44	Cotton Dent.
Liverpool,	44	R. Robinfon.
Roebuck,	44	Arthur Gardiner.
Lowestoffe,	20	Geo. Durell.
Phœnix,	20	J. Weller.
	(1 2)	Charles Proby.
		Hugh Forbes.

Seaford,

French Fleet under M. de Conflans in the West Indies.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Terrible,	74	M. de Conflans.
Content,	64	
Arc en Ciel,	54	
Zephyr,	44	

Note 47. List of the French Fleet in North America, under le Duc d'Anville, in 1746.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Le Northumberland,	70	580	Duc d'Anville.
Le Trident,	64	500	M. Tourmell, Vice-Admiral.
* L' Ardent	64	500	M. du Perrier.
† Le Mars,	64	500	M. de Colombe.
Le Leopard,	64	500	M. de Sergue.
L' Alcide,	64	500	M. de Crenay.
‡ Le Casibon,	60	480	M. de Noailles.
Le Tygre,	56	400	M. du Quesne.
Le Mercurie,	56	400	M. de l'Allure.
Le Diamont,	50	360	M. de Mafiac.
Le Borée,	50	360	M. de Blenac.
La Megare,	30	200	M. de Kyfan.
L' Argonaute,	26	200	M. de Questain.
Le Prince d'Orange,	26	200	M. de Fougert.

756 5680

Accidents which befel the above Fleet before they returned to France.

* Chased ashore and destroyed by the Exeter near Quiberon.

† Taken by the Nottingham.

‡ Burnt at Chebucto.

|| Taken by the Namur.

Note 48. A List of his Majesty's Fleet at Louisburg, under the command of Vice-Admiral Isaac Townsend, in 1746.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Pembroke,	60	Vice-Adm. Townsend.
Vigilant,	64	Capt. T. Fincher.
Canterbury,	60	James Douglas.
Chester,	50	D. Hore.
Norwich,	50	Ph. Durell.
Hampshire,	50	Smith.
Fowey,	40	L. Daniel.
		Pol. Taylor.

Kinsale,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Kinfale,	40	Capt. R. Young.
Dover,	40	W. Shirley.
Torrington,	40	Richard Edwards.
Shirley,	20	J. Rous.
Albany,	14	S. Colby.

N. B. The crews of the above were about 3550 men.

Note 49. A List of his Majesty's Ships in the Mediterranean in 1746 and 1747, under the command of Vice-Admiral Medley, and Rear-Admiral Byng; with a Description of the River Var, the Port of Antibes, the Islands of St Margarete and St Honorate, &c.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Russell,	80	Vice-Adm. Henry Medley.
Boyne,	80	Capt. M. Buckle,
Norfolk,	80	Thomas Latham,
Princess Caroline,	80	Thomas Pye.
Bedford,	70	John Lovett.
Burford,	70	Hon. Geo Townshend
Essex,	70	Edmund Strange.
Nassau,	70	Richard Hughes.
Royal Oak,	70	Essex Holcomb,
Revenge,	70	James Hodfoll.
Stirling Castle,	70	Hon. Geo. Murray.
Princessa,	74	John Fawler.
Dunkirk,	60	Hon. A. J. Hervey.
Jersey,	60	James Young.
Rupert,	60	C. Hardy.
Superb,	60	Edmund Horne.
Antelope,	50	{ Rear-Adm. Hon. J Byng.
Chatham,	50	{ Capt. Thorpe Fowke.
Colchester,	50	J. Bowdler.
Dartmouth,	50	A. Smith.
Guernsey,	50	L. O'Brien.
Leopard,	50	James Hamilton.
Litchfield,	50	S. Cornish.
Nonfuch,	50	Lord Colvill.
Diamond,	44	George Stepney.
Feverham,	44	Cotton Dent.
Liverpool,	44	R. Robinson.
Roebuck,	44	Arthur Gardiner.
Lowestoffe,	20	Geo. Durell.
Phoenix,	20	J. Weller.
	(1 2)	Charles Proby.
		Hugh Forbes.

Scaford,

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Seaford,	20	Capt. J. Wilfon.
Spence,	8	J. Donkely.
Carcase,	6	J. Jermy.
Terrible,	6	William Martin.
Enterprize,	} <i>barco</i>	William Cooper.
Guernsey's Prize,		Joseph Veale.
Postillion, xebeque,		Matthew Barton.
Cruizer, settee,	12	John Wynne.
Conqueror,	} <i>fire-ships,</i>	David Edwards.
Duke,		R. Coleman.
Deptford, store-ship,	24	Amb. Seccombe.
Prince Royal, hospital-ship,		Edward Barber.

Description of the River Var.

The Var is a river of France, has its source in the county of Nice; it soon after enters Provence, passes by Guillaume, Entrevaux, and Broc; and falls into the Mediterranean sea three miles west of Nice. It is a rapid stream, having high banks, but is too small to admit of its being navigated.

A Description of the Port of Antibes and St Margarite, &c.

Antibes is a frontier city of France, in the province of Provence, situated on the Mediterranean sea, in Lat. 43. 35. N. Lon. 7. 13. E. nine miles west of Nice, and ten south-east of Grace. It has a good harbour and a considerable trade. The place is well fortified, and has a strong citadel, famous for its height and difficulty of access. Three leagues to the westward, lie the islands of St Margarite and St Honorat. The former makes part of the borough of Cannes, and has three forts, viz. Fortine, Arragon, and Royal; the last is situated on a rock close to the sea, and is very strong. The island is about a league in circumference, and is only a quarter of a league distant from the island of St Honorat, where is a large tower, which might contain four hundred people, and said to be cannon-proof.

CANNES.

Cannes is a small sea-port town of Provence, situated on the Mediterranean; is fortified with a castle; and lies nine miles west of Antibes.

Notes

Note 50. List of the General and Staff-Officers, and Land and Sea Forces, on the Expedition to Port l'Orient in 1746, with a Description of the place.

Commander in Chief, Lieutenant-General Hon. James St Clair.

Brigadier Generals, { Richard Offarrell.
William Graham.
Edward Richbell.

Quarter-Master-General, Colonel James Abercrombie.

Deputy Quarter-Master-General, Lieut.-Colonel Henry Erskine.

Chief Engineer, Director-General, and Commander of the Artillery, Thomas Armstrong.

Engineers, { Capt. John Armstrong.
Justly Watson.

Regiments, { 1st, or Royal, 1st Battalion.
15th, Harrison's.
28th, Bragg's.
30th, Frampton's.
39th, Richbell's.
42d, Lord John Murray's.

200 men of the Royal Regiment of Artillery, under the command of Captain John Chalmers.

A List of the Fleet under Admiral Lestock, on the Expedition to Port l'Orient.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Princessa,	74 {	Richard Lestock, Admiral of the Blue.
Edinburgh,	70 {	Capt. John Cockburn.
Devonshire,	66 {	Thomas Cotes, Commodore.
Exeter,	60 {	Capt. James Peers.
Superb,	60 {	J. Pritchard.
Tilbury,	60 {	Thomas Leke.
York,	60 {	Thorpe Fowke.
Ruby,	50 {	Robert Harland.
Hastings,	44 {	Tim. Nucilla.
Pool,	44 {	Jof. Knight.
Sapphire,	44 {	Hon. Archibald Stuart.
Fly,	8 {	Ormond Thompson.
Tavistock,	10 {	Samuel Masterfon.
Morton, bomb,	6 {	Patrick Baird.
Vulcan, } fire-ships, {	6 {	Geo. Mackenzie.
Scipio, }	6 {	Charles Upton.
		William Pettigrew.
		Warren Belitha.

Description

Description of Port L'Orient, &c.

For the better understanding of this place, it is necessary to observe, that l'Orient is situated on the river Blavet or Hennebont, in the province of Brittany, about two miles higher up the river than Port Louis. Port Louis is situated at the mouth of the river, and was ceded to France by the treaty of Vervins, in 1598, and Louis XIII. rebuilt it, and fortified it with a citadel, and gave it the name it now bears. His successor paid great attention to it, and greatly enlarged and strengthened its fortifications. It lies in Lat. 47. deg. 43 min. N. and Lon. 3 deg. 18 min. W. Its port is defended from the violence of the Western Ocean by several rocky islands, which are also fortified. Here is a great trade, and a royal dock-yard, where several ships of war have been built. This place may be considered as a citadel or outwork to the harbour of l'Orient, as no ships can go up to that place, but what must pass close to the town of Port Louis. On the point of land where the small river Scroff falls into the Blavet the town l'Orient is situated. It is a new erection since 1720, and is a very considerable place, owing to its being granted to the French East-India Company. Here they have dock-yards for building their ships, with magazines and arsenals necessary for fitting them out, together with storehouses for receiving the cargoes brought from India, as well as for containing the merchandize they mean to export. The place is built in the most regular manner, and well fortified. Its works would require a strong garrison to defend them properly.

Note 51. A List of his Majesty's Ships under the command of Rear-Admiral Griffin, in the East Indies, in 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Princess Mary,	60	Rear-Adm. Griffin.
Medway,	60	Capt. J. Amherst.
Exeter,	60	H. Rosewell.
York,	60	Harry Powlett.
Winchester,	50	Tim. Nuccella.
Harwich,	50	Lord Thomas Bertie.
Preston,	50	Ph. Carteret.
Eltham,	50	William Holmes.
Pearl,	40	Richard Tiddeman.
Medway's Prize,	40	William Boys.
Lively,	40	T. Griffin.
	20	Nathaniel Stevens.

Note

Note

Ships
Plymouth
Cornwall
Lenox,
Elizabeth
Worcester

Note 5

* On the
Sir George

Note 54

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Note 52. List of the Fleet under Rear-Admiral Knowles, at Jamaica, in 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Plymouth,	60	Capt. Dig. Dent.	Canterbury,	60	Capt. D Brodie.
Cornwall,	80	Pol. Taylor.	Milford,	44	Ed. Clarke,
Lenox,	70	P. Lawrence.	Enterprise,	44	Cha. Holmes.
Elizabeth,	70	Ja. Renton.	Biddeford,	20	Cha. Powlett.
Worcester,	60	T. Andrews.	Merlin,	14	

Note 53. List of the Fleet at the Leeward Islands, under Commodore Legge, in 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Captain,	70	{ Hon. Edw. Legge, Commodore.
Dreadnought,	60	{ Capt. Hugh Palliser.
Sunderland,	60	Thomas Broderick.
Dragon,	60	J. Brett.
Sutherland,	50	T. Frankland.
Gosport,	44	George Pocock *.
Mary galley,	44	Patrick O'Hara.
Ludlow Castle,	44	Robert Swanton.
Centaur,	20	Hugh Pigot.
Rye,	20	Richard Tyrrell.
Richmond,	20	Charles Wray.
Saxon,	14	James Sayer.
Porcupine,	16	Hon. Aug. Hervey.

* On the death of Commodore Legge, the command devolved on Captain (now Sir George) Pocock.

Note 54. A List of the Fleet under Vice-Admiral Anson and Rear-Admiral Warren, May 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Prince George,	90	{ George Anson, Vice-Admiral of the Blue.
		{ Capt. John Bentley.
Devonshire,	66	{ Peter Warren, Rear-Admiral of the White.
		{ Capt. Temple West.
Namur,	74	Hon. Ed. Boscawen.
Monmouth,	64	Henry Harrison.
Prince Frederick,	64	Harry Norris,
Yarmouth,	64	Piercy Brett,

Princess

Description of Port L'Orient, &c.

For the better understanding of this place, it is necessary to observe, that l'Orient is situated on the river Blavet or Hennebont, in the province of Brittany, about two miles higher up the river than Port Louis. Port Louis is situated at the mouth of the river, and was ceded to France by the treaty of Vervins, in 1598, and Louis XIII. rebuilt it, and fortified it with a citadel, and gave it the name it now bears. His successor paid great attention to it, and greatly enlarged and strengthened its fortifications. It lies in Lat. 47. deg. 43 min. N. and Lon. 3 deg. 18 min. W. Its port is defended from the violence of the Western Ocean by several rocky islands, which are also fortified. Here is a great trade, and a royal dock-yard, where several ships of war have been built. This place may be considered as a citadel or outwork to the harbour of l'Orient, as no ships can go up to that place, but what must pass close to the town of Port Louis. On the point of land where the small river Scroff falls into the Blavet the town l'Orient is situated. It is a new erection since 1720, and is a very considerable place, owing to its being granted to the French East-India Company. Here they have dock-yards for building their ships, with magazines and arsenals necessary for fitting them out, together with storehouses for receiving the cargoes brought from India, as well as for containing the merchandize they mean to export. The place is built in the most regular manner, and well fortified. Its works would require a strong garrison to defend them properly.

Note 51. A List of his Majesty's Ships under the command of Rear-Admiral Griffin, in the East Indies, in 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Princess Mary,	60	Rear-Adm. Griffin.
Medway,	60	Capt. J. Amherst.
Exeter,	60	H. Rosewell.
York,	60	Harry Powlett.
Winchester,	50	Tim. Nuccella.
Harwich,	50	Lord Thomas Bertie.
Preston,	50	Ph. Carteret.
Eltham,	40	William Holmes.
Pearl,	40	Richard Tiddeman.
Medway's Prize,	40	William Boys.
Lively,	20	T. Griffin.
		Nathaniel Stevens.

Note

Note

Ships.
Plymouth
Cornwall
Lenox,
Elizabeth
Worcester

Note 5

* On the
Sir George

Note 54

Prince

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Note 52. List of the Fleet under Rear-Admiral Knowles, at Jamaica, in 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Plymouth,	60	Capt. Dig. Dent.	Canterbury,	60	Capt. D. Brodie.
Cornwall,	80	Pol. Taylor.	Milford,	44	Ed. Clarke,
Lenox,	70	P. Lawrence.	Enterprize,	44	Cha. Holmes.
Elizabeth,	70	Ja. Renton.	Biddeford,	20	Cha. Powlett.
Worcester,	60	T. Andrews.	Merlin,	14	

Note 53. List of the Fleet at the Leeward Islands, under Commodore Legge, in 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Captain,	70	Hon. Edw. Legge, Commodore.
Dreadnought,	60	Capt. Hugh Palliser.
Sunderland,	60	Thomas Broderick.
Dragon,	60	J. Brett.
Sutherland,	50	T. Frankland.
Gosport,	44	George Pocock *.
Mary galley,	44	Patrick O'Hara.
Ludlow Castle,	44	Robert Swanton.
Centaur,	20	Hugh Pigot.
Rye,	20	Richard Tyrrell.
Richmond,	20	Charles Wray.
Saxon,	14	James Sayer.
Porcupine,	16	Hon. Aug. Hervey.

* On the death of Commodore Legge, the command devolved on Captain (now Sir George) Pocock.

Note 54. A List of the Fleet under Vice-Admiral Anson and Rear-Admiral Warren, May 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Prince George,	90	George Anson, Vice-Admiral of the Blue.
		Capt. John Bentley.
Devonshire,	66	Peter Warren, Rear-Admiral of the White.
		Capt. Temple West.
Namur,	74	Hon. Ed. Boscawen.
Monmouth,	64	Henry Harrison.
Prince Frederick,	64	Harry Norris,
Yarmouth,	64	Piercy Brett.

Princes

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Princess Louisa,	60	Capt. Charles Watfon.
Nottingham,	60	Philip Saumarez.
Defiance,	60	Thomas Grenville.
Pembroke,	60	Thomas Fincher.
Windsor,	60	Thomas Hanway.
Centurion,	50	Peter Denis.
Falkland,	50	Blom. Barradell.
Bristol,	50	Hon. William Montagu.
Ambuscade,	40	John Montagu.
Falcon, sloop,	10	Richard Gwynne.
Vulcan, fire-ship,		Ja. Pettigrew.

Note 55. A List of the Fleet under the command of Commo-
dore Fox, 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Kent,	74	Thomas Fox.
Hampton Court,	64	Savage Mostyn.
Eagle,	60	Geo. Bridges Rodney.
Lyon,	60	Arthur Scott.
Chester,	50	Philip Durell.
Hector,	44	T. Stanhope.
Pluto,		
Dolphin, } fire-ships,		

Note 56. A List of the Fleet under the command of Rear-Ad-
miral Hawke, 1747.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Devonshire,	66	Rear-Admiral Edward Hawke. Capt. John Moore.
Kent,	64	
Edinburgh,	70	Thomas Fox.
Yarmouth,	64	Tho. Cotes.
Monmouth,	64	Charles Saunders.
Princess Louisa,	60	Henry Harrison.
Windsor,	60	Charles Watfon.
Lyon,	60	Thomas Hanway.
Tilbury,	60	Arthur Scott.
Nottingham,	60	Robert Harland,
Defiance,	60	Philip Saumarez.
Eagle,	60	John Bentley.
Gloucester,	50	George Bridges Rodney.
Portland,	50	Philip Durell.
		Charles Stevens.

Note

Note 57. A List of the Fleet under the command of Rear-Admiral Boscawen, in the East Indies, in 1748; together with, Descriptions of the Islands of Mauritius, Bourbon, Diego Rays, and the City of Pondicherry.

A List of the Fleet under the command of Rear-Admiral Boscawen, in the East Indies, in 1748

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
* Namur,	74	{ Hon. Ed. Boscawen, Rear-Ad- miral of the Blue. Capt. S. Marshall
* Vigilant,	64	
Exeter,	60	William Lisle.
York,	60	Harry Powlett.
* Deptford,	60	Tim. Nucella.
* Pembroke,	60	T. Lake.
* Ruby	50	T. Fincher.
* Chester,	50	Jos. Knight,
Harwich,	50	Richard Spry.
Preston,	50	Ph. Carteret.
Lively,	20	William Adams.
* Deal Castle,	24	N. Stevens.
* Swallow,	16	J. Lloyd.
* Basilisk, bomb,	8	J. Rowzier.
* Apollo, hospital-ship,	20	William Preston.
		Robert Wilfon.

The ships marked thus *, came from England along with Admiral Boscawen.

Description of the Island of Mauritius.

The Portuguese, in their first navigations to India, discovered these three islands. They are situated about four hundred miles to the eastward of the island of Madagascar, between the 19th and 20th degree of S. latitude. The first of these we shall mention is the most important, lies between the other two, and was called by the first discoverers Cerne, probably from a supposition that it was the Cerne of the ancients. The Dutch were the first who settled in it, and made it a station for their ships coming from India to obtain refreshment at. They called it Mauritius; but they abandoning it, the French took possession of it in 1712, and named it the Isle de France. This name has obtained among themselves, but the Europeans in general continue to call it Mauritius. It lies in Lat. 20. 15. S. Lon. 6. 15. E. The Portuguese found on these islands neither men, nor any four-footed animals, excepting land tortoises, but great quantities of birds, such as parroquets, doves, and sea-fowls; and the sea abounds with a variety of fish, and great numbers of turtle.

The inconveniences arising from the want of a port at the Island of Bourbon induced the French to take possession of this island, it having two very good harbours, which the French have spared no expence to fortify. That on the north-west is called Port-Louis; that on the south-east side of the island is called Port Bourbon. The trade-wind from the south-east in these latitudes, blows all the year round, excepting for a few days at the summer solstice, when it is interrupted by hard gales and hurricanes from the north. The ease with which this wind enables ships to enter the port of Bourbon, caused the French, when they first took possession of this spot, to esteem it the best port in the island: but experience pointing out to them, that the same wind often rendered the passage out of the harbour so difficult, that a ship was sometimes obliged to wait a considerable time before the weather admitted of her putting to sea, this harbour is in a great measure abandoned, and the principal town and seat of government is now fixed at Port Louis, which is nearly in the middle of the north side of the island, and its entrance is through a channel formed by two shoals, which advance about two miles into the sea. When a ship arrives opposite to this channel, the south-east wind hinders her from entering the port under sail, and she must either warp in with cables, or be towed in with boats. The necessity of this operation, joined to the extreme narrowness of the channel, which does not admit of two ships abreast of each other entering at the same time, is one of the best defences the harbour has against an attack by sea; for, from these obstacles, an enemy would find it a matter of the greatest difficulty to force the port; and, in addition to this natural strength, they have built two forts, and as many batteries, which are mounted with heavy cannon, and entirely command the approach to the harbour, should ships presume to force an entry under sail. This port is capable of containing one hundred sail of ships, and is well provided with every requisite for repairing, and even building of ships. This port has proved of the greatest advantage to France in the several wars which have been carried on between Great Britain and her; and has proved of great utility to the French East-India Company's commerce; for here their ships and crews were sure to meet with all necessary refreshment after a long voyage. The port of Bourbon is also fortified; and an army landed here would find it an extreme difficult task to pass the mountains to the different parts of the island. There are several places between the north-east extremity and Port Louis where boats may land; but all these are defended by batteries; and the country behind them is a continued thicket: The rest of the coast is inaccessible. In the north-eastern quarter is a plain extending about ten miles from east to west, and in some places five miles inland from the northern coast. All the rest of the island is full of high and steep mountains, lying so near to one another, and the intervals between them so narrow, that, instead of vallies, they rather resemble the beds of torrents; and these are choaked with huge fragments of rocks which have fallen from the steep sides of the impending mountains. On the summits of the mountains ice is frequently to be found,

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found, and they are covered with forests of ebony and other large trees. The ground they shade produces herbage, shrubs, and plants of various sorts, from the common grass to the strongest thorn, and that in such profusion, that they form a thicket so closely interwoven, that no progress can be made, but by means of a hatchet. Notwithstanding these difficulties, plantations have been formed on these mountains, and very considerable progress has been made in the plains; but the productions, although mostly of the same kind, are not only in less quantity, but of an inferior quality to those produced at Bourbon island. Here no coffee is raised; but by the indefatigable industry of M. de la Bourdonnais, sugar, indigo, pepper, and cotton, (which are not at Bourbon), are cultivated here with success. Since the departure of that most excellent governor, the plantations have been neglected, and are fallen off: but if a proper spirit of activity was raised among the inhabitants, they might soon be made to resume their flourishing appearance. Trial is now making here to cultivate the real cinnamon, from plants obtained at the island of Ceylon. The success of this experiment is much doubted; and, if the plants do not perish, it is probable they will soon degenerate, from the great difference of the soil and climate. Mines of iron have been discovered in the mountains near the great plain in the north-east part of the island; and these mountains affording in great abundance the necessary fuel, forges have been erected: but the iron produced is of a very inferior quality, it being brittle, and only fit for making cannon-balls and bomb-shells. Black cattle, sheep, and goats are preserved with difficulty: the first generally die before they have been a year in the island, and this occasions frequent importations of them from Madagascar and other parts. Common domestic poultry breed in great plenty: these, with fish and turtle, furnish a great part of the food of the European inhabitants. These have not increased much by marriage, by far the greatest part being natives of France. The unfortunate Caffre slaves are subject to great mortalities from the small-pox and other epidemical distempers.

The approach to the island is extremely dangerous, it being surrounded with ledges of rocks, and many of them covered by the sea. The shore abounds with coral, madrepores, a kind of sea-cane, and shells. This island is said to contain sixty rivers: some are considerable streams, and most of them have their sources from lakes, of which there are several in the middle part of the island. These rivers afford plenty of various kinds of fish, particularly lubies and eels. The latter are of an enormous size, some having been found that were six feet long, and six inches in circumference, and so extremely voracious, that it is dangerous to bathe in those parts of the river where they lie, as they will seize a man without fear, and have strength sufficient to keep him under water till he is drowned. Here is a great variety of birds, and bats as large as a young kitten: the inhabitants esteem them a delicate morsel. The air is both hot and moist. The place abounds with insects, which are very troublesome; but there are no serpents. It has been discovered, that off Port Louis the south-east

wind generally blows with least strength about sun-rise; and it also happens, on four or five days, at intervals, in the course of a month, that early in the morning the wind ceases in the northern part of the island for an hour or two, when a breeze rises, although but faintly, from the north-west; during which, a ship, stationed at the entrance of the channel to avail herself of this breeze, may enter the harbour and attack the forts.

BOURBON ISLAND.

Bourbon Island, which is the largest and westernmost, was discovered by the Portuguese, and called Mascarenhas, being the person's name who discovered it. It lies in the Indian Ocean, in S. Lat. 22 2. E. Lon. 54. 10. forty leagues to the westward of Mauritius, and three hundred miles east of Madagascar. The French East India Company took possession of this island in 1680, and called it Bourbon, and have kept it ever since. It is nearly circular, being about sixty miles in length from N. to S. and forty-five in breadth from E. to W. It is flat near the sea-coast, but in the middle is full of mountains, interspersed with vallies; and many rivers issue from those mountains, which water the island plentifully. The northern part of the island is the only part capable of cultivation, the southern part being wholly barren, and is called the burnt land, from a volcano in the neighbourhood, whose lava has covered all this part of the island; this volcano burns slowly, and without noise. The island produces some valuable wood, particularly ebony of a great size. The mountains are very high, and ice is frequently found on their tops; the vallies are very narrow. The north part of the island, which is the only part inhabited, is divided into three districts, St Denis, St Paul, and St Sufan; here the inhabitants have their houses; farming and grubbing the land, is their chief employment; it is made to produce corn, rice, millet, and all manner of roots. The mould of the flat country is but two feet deep, for you then meet with the rock; and for this reason, the inhabitants are obliged to lay it up every three years. But this mould, which is remarkable, is deeper on the hills, and those who can afford to grub it there, find a great benefit. The only foreign trade the inhabitants have, is sending a large ship every year to Pondicherry, and the supplying the French East India ships with all manner of provisions. The air is esteemed wholesome, and provisions of all sorts are in greater plenty here than at Mauritius. The number of white and negro inhabitants may be about four thousand in all, of which one thousand is capable of bearing arms. Here is kept a garrison, a governor, register, and a magazine-keeper for the Company: these reside at St Denis, the principal town, where there is a fort. However superior in some respects this island may be to Mauritius, it is greatly inferior in having no harbour, and only two roads, that of St Denis and St Paul. Here ships may ride at most times pretty safely; but in the hurricane season, they have no shelter, and must either put to sea, or be dashed against the shore. The hurricanes are extremely violent, but seldom blow except between December and the end

end of April, and then generally about the full or new moon. In this interval, therefore, the ships never approach the island within less than four or five days of these phases; a precaution which, though it is sometimes successful, is not infallible. This island, besides producing a great number of European fruits, likewise produces a number of those found in India, such as the mango, china orange, and peach, which come to great perfection; but the principal object of the agriculture of the inhabitants, and which has rendered the island of great importance in their commerce, is the cultivation of the coffee-tree, of which they brought the plants from Beit-ul-Fakih in Arabia; and these have thriven so well that the island now produces two thousand tons of coffee yearly. The cultivation of this tree, as well as most other services of toil, are performed by Caffre slaves brought from Africa or the island of Madagascar; notwithstanding they have horses which might be trained to most of the work required; it is true, the horses are small, but they are remarkable for their hardiness. They have also raised some black cattle, and great quantities of goats, sheep, hogs, and poultry, but not so as to make them a great article of commerce, by supplying provision for their shipping. This neglect perhaps arises from the facility and cheapness with which they can bring cattle and other provisions from the western side of the island of Madagascar.

The Island of Diego Rays or Roderique.

The island of Diego Rays, or Roderique, lies about one hundred miles east of Mauritius, and is about twenty-seven miles long. It is full of rocks, which harbour great numbers of land tortoises of a very large size, which are esteemed excellent food. The French used to send a sergeant's command from the other islands, who are employed in catching these animals for the use of the inhabitants of the islands of Mauritius and Bourbon; and this is the only use which is made of this island. The south-east trade wind obliges all ships bound to these islands to approach them from the east. The passage from Diego Rays to Mauritius is performed in two days, and from Mauritius to Bourbon in one; but it requires near a month to go from Bourbon either to Mauritius or Diego Rays. From April to October the voyage from Mauritius to the coast of Coromandel is easily performed in a month. These islands being out of the track of common intelligence, a large armament sent in detail from Europe, may rendezvous at Port Louis in Mauritius, and from thence proceed to India, before any intelligence could be received there either of its strength or destination; hence it is evident, that in case of a war with France, Mauritius ought to be the first place attacked, in order to render our possessions in India more secure, and its fall would probably bring after it that of the island of Bourbon.

A Description of the City of Pondicherry.

Pondicherry is the chief settlement the French have in India: to this all their other settlements are subordinate. It is situated on the eastern side of the peninsula of Indostan, on the coast of Coromandel,

in

in Lat. 11. 42. N. Lon. 79. 58. E. sixty miles south of fort St George or Madras. Here the French East India Company's seat of government is fixed, and the President and Council of their East India Company, their Captain-General, and all the courts and officers appertaining to them. These are lodged in houses that resemble palaces; the Company's magazines and ware-houses are also very elegant structures. The city is built in the most regular manner, about seventy yards from the sea. Its extent within the walls is little more than a mile from north to south, and about eleven hundred yards from east to west. It is fortified on three sides to the land, with a wall and rampart, flanked by eleven bastions, and two half bastions at the north and south extremities nearest the sea: these works are surrounded by a ditch, and an imperfect glacis is thrown up in many places before it. The side of the city next the sea is defended by many low batteries, capable of mounting one hundred pieces of cannon, and within the town was built a citadel, but too small to make a long defence. The greatest part of the ground lying round the town is inclosed, at the distance of a mile from the walls, by a hedge of large aloes and other thorny plants, peculiar to this country, intermixed with great numbers of cocoa-nut and palm-trees, which altogether forms a fence impenetrable to cavalry, and of very difficult passage to infantry. This inclosure begins at the north close to the sea-shore, and continues five miles and a half, describing a large segment of a semicircle, until it joins the river of Ariancopang to the south, at about a mile and a half from the sea-shore, and in this part the course of the river served to complete the line of defence. There are five roads leading from the city into the adjacent country, and at each of the openings in the hedge is built a redoubt, mounted with cannon. It is probable, that the hedge, at the same time that it was intended to be a defence against sudden incursions, marked the limits of the territory granted by the Prince of the country to the French, when they established themselves at Pondicherry in 1674, and hence it obtained the name of the bound hedge. There is no harbour at Pondicherry, but a very good road. Large ships cannot come within a mile of the town, on account of the shallowness of the water; and the traffic to and from this place is embarked and landed in boats of a construction peculiar to this coast, calculated to withstand the violence of the surf, with which this coast is always assailed. Their trade here is very great, and consists in cotton-cloths, silks, pepper, saltpetre, &c. The French general, Lally, having destroyed the town and settlement of St David's after he became master of it, in retaliation Colonel Coote served Pondicherry in like manner in 1761. This the Abbé Raynal laments in strong terms. In describing the town he says, This town, which rose from such small beginnings, in time became a great, powerful, and famous city. The streets, which are all straight, and most of them broad, were lined with two rows of trees which kept them cool even in the heat of the day. The most remarkable public edifices are a mosque, two pagodas, two churches, and the governor's house, which is reckoned to be the most magnificent

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nificent building in the east. They had erected a small citadel in the year 1704, but it is of no use, since they have been allowed to build houses all around it. To supply the loss of this defence, three sides of the town had been fortified with a rampart, a ditch, bastions, and a glacis, which was unfinished in some places. The road was defended by batteries judiciously placed.

The town, which was full a league in circumference, contained 70,000 inhabitants, of which 4000 were Europeans, Miltees, or Topasses. There were at most 10,000 Mahomedans, the rest were Indians, 15,000 of which were Christians, and the others of seventeen or eighteen different casts or tribes. Three villages dependent on the town, might contain 10,000 souls.

Note 58. List of the Fleet at the Attack of Port Louis in the Island of Hispaniola, with a Description of that place.

List of the Fleet at the attack of Port Louis, March 8. 1748.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Cornwall,	80	600	{ Charles Knowles, Rear-Adm. of the Blue. Capt. Chadwick.
Plymouth,	60	400	Digby Dent.
Elizabeth,	70	480	Pol. Taylor.
Canterbury,	60	400	David Brodie.
Strafford,	60	400	James Renton.
Warwick,	60	400	Thomas Innes.
Worcester,	60	400	Thomas Andrews.
Oxford,	50	300	Edmund Toll.
Weasel, } Merlin, }			sloops,

A Description of Port Louis, in the Island of Hispaniola.

Hispaniola is one of the greater Antilles, and next in size to the island of Cuba. It was discovered by Columbus in 1492. The natives called it Hayti or Bohio, but he changed it to Hispaniola; although it is now more commonly known by the name of St Domingo, from a city so called, and which is the capital of the Island. It is separated only by a narrow channel, from the island of Port Rico; is near four hundred miles long from east to west, and one hundred and twenty in breadth from north to south; lies in N. Lat. from 37. to 20. and W. Lon. from 67. 35. to 74. 15. It produces all the tropical fruits in great abundance; raises great quantities of sugar, indigo, cotton, cocoa, ginger, coffee, tobacco, &c. When the Spaniards took possession of this island, it had near 3,000,000 of inhabitants: these they butchered in cold blood in the course of a few years. Now there are computed to be 30,000 whites, and 100,000 people of colour

colour on the island. Hispaniola is divided pretty nearly between the French and Spaniards, the former possessing the western, and the latter the eastern half of the island. It contains many excellent sea-ports, and has a great trade. On the south side of the island, and near its western extremity, lies Port Louis: it is situated about three or four leagues from the Isle de Vache: it is built on a small island forming a harbour about three quarters of a mile distant from Hispaniola, where the vessels lie in deep water, and well sheltered. It affords great security to a number of privateers, who commit great depredations on the British trade. The island being destitute of fresh water, the town and garrison are obliged to be supplied at a great expence from the island of Hispaniola. Here is a strong fort mounting some very heavy cannon and mortars. The town is small, and but little trade carried on here. A few years ago, viz. in 1737, it was almost destroyed by a hurricane, but from its utility in time of war, was completely repaired when Rear-Admiral Knowles appeared before it.

Articles of Capitulation on which Port Louis surrendered.

I. That the Governor surrender instantly the fort up to the Admiral, and no military officer or soldier in it serve against his Britannic Majesty or his allies for one year and one day from the date hereof.

II. That the garrison march out with their arms, colours flying, and drums beating, (but no cannon or mortars, or any ammunition whatsoever).

III. That all the officers shall be allowed to carry away such baggage as upon honour is their own, but subject to be inspected if demanded: and that all negroes and mulattoes that are absolutely their servants or property, the Admiral will compliment them with; but all other negroes and malattoes that are in the fort, shall be delivered up as right of capture, together with the fort, and all the cannon, munitions, and appurtenances thereunto belonging.

IV. Upon these conditions the Admiral agrees, that this evening the garrison may march out as before mentioned; at the same time, the keys of the castle shall be delivered up to the officer whom he sends to take possession, and the troops of his Britannic Majesty shall march in as the others march out.

V. That for what lenity the Admiral is disposed to shew the town and inhabitants, the conditions shall be settled between Gov. Chateauvoyé and him to-morrow.

Dated on board his Britannic Majesty's ship Canterbury, in Port Louis, this 8th day of March 1747-8.

Note

Note 59. List of the Fleet under Rear-Admiral Knowles, and the Spanish Fleet under Admiral Reggio, in the West Indies, in 1748.

Fleet under Rear-Admiral Knowles, when he fought Admiral Reggio, October 1. 1748.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Cornwall,	80	600	{ Charles Knowles, Rear-Adm. Capt. Pol. Taylor.
Lenox, 70 guns, but only 56 mounted,	56	400	
Tilbury,	60	400	Charles Holmes.
Strafford,	60	400	Charles Powlett.
Warwick,	60	400	David Brodie.
Canterbury,	60	400	Thomas Innes.
Oxford,	50	300	Ed. Clarke.
			Edmund Toll.
	426	2900	

Spanish Squadron.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Commanders.</i>
Africa,	74	710	Don Andre Reggio, Vice-Ad.
Invincible,	74	700	Rear-Ad. Spinola.
Conquistadore,	64	610	Don de St Justo.
Dragon,	64	610	De la Pas.
New Spain,	64	610	Barrella.
Royal Family,	64	610	Forrestal.
Galga,	36	300	Garrecocha.
	440	4150	

Note 60. List of the Fleet under the command of Admiral Hawke, in 1748.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Kent,	70	{ Sir Edward Hawke, K. B. Rear- Adm. of the White. Capt. Francis Holburne.
Culloden,	74	
Nottingham,	60	Francis Geary.
Augusta,	60	R. Harland.
Anton,	60	Hugh Bonfoy.
Centurion,	60	Hon. A. Keppel.
Portland,	50	P. Denis.
Tavistock,	50	Charles Stevens.
Gloucester,	50	Justinian Nutt.
		Philip Durell.

Note 61. List of the Ships dispatched under the command of Commodore Cotes, to join the Squadron under the command of Rear-Admiral Hawke; and of the Spanish Fleet which he met.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Edinburgh,	70	Capt. T. Cotes.
Eagle,	60	Geo. B. Rodney.
Princess Louisa,	60	Charles Watson.
Windfor,	60	T. Hanway.
Inverness,	24	Geo. Mackenzie.

A List of the Spanish Ships which Captain Cotes fell in with.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
El Sobiero,	74	El Oriente,	64	El Rosario,	60
El Leon,	74	El Brillante,	64	El Xavier,	54
El Colorado,	74	La Pastora,	64	La Galgo,	54

Note 62. List of the French Fleet at the conclusion of the War in 1748.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Tonnant,	80	Achille,	74	Bourbon,	56
Margravine,	80	Centaur,	74	Mars,	56
Intrepide,	74	Northumberland, Brit.	70	Heureux,	56
Esperance,	74	Lys,	70	Tigre,	56
Duc d'Orleans,	74	Solide,	64	Arc-in-Ciel,	56
St Esprit,	74	Leopold,	64	Neptune,	54
Ferme,	74	Content,	64	Carillon,	54
Superbe,	74	Toulouse,	60	Brillant,	50
Juste,	74	St Louis,	60	Lacrima,	50
Dauphine,	74	Constance,	60	Triton,	50
				Aquillon,	50

FRIGATES.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Argonaut,	46	Attalante,	30	Flore,	20
Anglesey, Brit.	44	Volage,	26		
Zephyre,	30	Venus,	26		

Note

Note 63. A List of the British Ships of War, taken, destroyed, or lost, during the War, from 1739 to 1749.

<i>Years.</i>	<i>Ships.</i>	<i>Guns.</i>	
1740.	Wolf,	14	lost.
1741.	Wager,	20	lost in the South Sea.
	Otter,	14	lost.
	Tryal,	8	sunk in the South Sea.
1742.	Tilbury,	60	burnt in the West Indies by accident.
	Gloucester,	50	sunk in the South Sea.
	Tyger,	50	wrecked in the West Indies.
	Drake,	14	lost.
	Grampus,	14	
	Saltash,	14	burnt at St Tropes.
	Duke,	12	
1743.	Loo,	40	lost in America.
	Rye,	20	lost.
	Astrea, store-ship,	18	burnt by accident at Piscatawa.
1744.	Victory,	100	lost in the British Channel.
	Northumberland,	70	taken by three French ships of war.
	Orford,	70	wrecked in the Gulph of Mexico.
	Weymouth,	60	ditto, at the Leeward islands.
	Colchester,	50	wrecked on the coast of England.
	St Alban's,	50	wrecked in the great storm at Ja-
	Greenwich,	50	maica.
	Solebay,	20	taken by the French, <i>retaken</i> .
	Seaford,	20	taken by the French.
	Swallow,	16	lost.
	Grampus,	16	
	Bonetta,	14	wrecked at Jamaica.
	Lark, hulk,	14	
	Mercury, fire-ship,	8	lost.
	Thunder, bomb-ketch,	8	
	Hornet,	14	taken by the French, <i>retaken</i> .
1745.	Anglesey,	44	taken by the French.
	Fox,	20	lost near Dunbar.
	Lyme,	20	foundered coming from the West Indies.
	Mercury,	14	taken.
	Mediator,	10	sunk.
	Wolf,	14	taken, <i>retaken</i> .
	Fame,	14	foundered.
	Sapphire's Prize,	14	lost.
	Blast, bomb-ketch,	8	taken by the French.

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Hazard,

<i>Years.</i>	<i>Ships.</i>	<i>Guns.</i>	
	Hazard,	12	taken by the Rebels, <i>retaken</i> .
1746.	Severn,	50	taken by the French, <i>retaken</i> .
	Louisburg, fire-ship,	8	ditto.
	Saltash,	14	lost.
	Lightning, bomb-ketch,	8	ditto.
1747.	Maidstone,	40	wrecked on the coast of France.
	Fowey,	20	ditto, in the Gulf of Florida.
1749.	Namur,	74	} wrecked in the East Indies.
	Pembroke,	60	
	Apollo, hospital-ship,	18	

Note 64. A List of the Spanish Ships of War, taken, destroyed, or lost, from 1739 to 1749.

<i>Years.</i>	<i>Ships.</i>	<i>Guns.</i>	
	Astrea,	18	} taken at Porto-Bello.
1739.	Triumph,	18	
	Princessa,	70	taken by the Kent, Lenox, and Orford.
1741.	Guipuscoa,	74	lost off Santa Martha.
	Hermione,	54	} supposed to have foundered.
	St Estevan,	44	
		20	
	Gallicia,	70	taken
	San Carlos,	70	} burnt or sunk } at the siege of Carthagena.
	Africa,	70	
	Conquistadore,	70	
	St Philip,	70	
	Dragon,	64	} taken by the Worcester.
		24	

Seven galleons burnt or sunk at Carthagena.

1742.	Fuerte,	60	} wrecked on the Cayos islands, endeavouring to make prisoners the crew of the Tyger, a British ship of war lost there.
	St Isidore,	70	
	N. S. de Cabadongo,	60	} burnt in Ajaccio bay, in the island of Corsica, by the Ipswich.
	Invincible,	70	
			the Acapulco ship taken by the Centurion.
			burnt at the Hayanna.

Five royal gallies burnt at St Tropes, by Captain Callis of the Duke fire-ship.

1743.

<i>Years.</i>	<i>Ships.</i>	<i>Guns.</i>	<i>By whom taken.</i>
1743.	Podér,	60	{ taken by the Berwick, in the Mediter- ranean.
1744.	Conde de Chincan,	24	ditto, West Indies, by the Rippon.
1746.	Fort de Nantz,	32	taken.
1747.	Gloriosa,	70	taken by the Russell.
1748.	Conquestadore,	64	taken by Admiral Knowles in the
	Africa,	70	burnt } West Indies.

Note 65. A List of the French Ships of War, taken, destroy-
ed, or lost, from 1744 to 1749.

<i>Years.</i>	<i>Ships.</i>	<i>Guns.</i>	
1744.	Medée,	26	taken by the Dreadnought and Grampus sloop.
	Elephant,	24	ditto, Chester and Sunderland.
1745.	Fleuron,	70	burnt by accident at Brest.
	Mars,	64	taken by the Nottingham.
	Medway's Prize,	40	taken by Com. Barnet in the East Indies.
	Panther,	26	ditto, Admiral Martin's Squadron.
1745.	Vigilant,	64	taken by Com. Warren, off Louisburg.
1746.	Causibon,	60	{ burnt at Chebucta in Nova Scotia by acci- dent.
	Parfait,	54	ditto, ditto, by accident, ditto.
	Subtil,	26	taken by the Portland.
	Flora,	24	ditto, Greyhound privateer.
	Ardent,	64	drove ashore near Quiberon bay by the Exeter.
	Mercury,	54	taken by the Namur.
	Augusta,	50	ditto, Portland.
	Ferme,	50	ditto, Pembroke.
	La Fine,	30	wrecked in the harbour of Montrose.
	Ambuscade,	40	taken by the Defiance.
1747.	Invincible,	74	{ taken by Admirals Anson and Warren, May 1747.
	Serieux,	66	
	Diamond,	56	
	Rubis,	52	
	Jafon,	52	
	Gloire,	44	{ taken by Admiral Hawke, in October 1747.
	Monarch,	74	
	Terrible,	74	
	Neptune,	70	
	Trident,	64	
	Fougeux,	64	{ burnt by Admiral Warren's Squadron.
	Severn,	50	
	Etoile,	46	taken by the Dover.
	Renommée,	32	ditto, Hampshire.
	Castor,	26	ditto, Nottingham and Portland.
1748.	Magnanime,	74	

Note

Note 66. A short Description of the Places mentioned in Lord Anson's Voyage round the World.

1. Manilla, see Note 185. Vol 3.
2. Maderia is an island in the Atlantic Ocean, subject to the Portuguese, is situated in a fine climate, Lat. 32. 27. N. Lon. from London from 13. to 19. min W. It is one continued hill, extending from E. to W.; the S. declivity is covered with vineyards, intermixed with merchants country-seats. The soil is very fertile, and the wine produce here in great quantities is highly esteemed, and keeps best in the hottest climates. Funchal, the capital town, lies on the S. side of the island, at the bottom of a large bay, which is the only place where boats can land. It is defended towards the sea by a high wall, with a battery of cannon, and by a castle on the Loo, which is a rock in the water, at a small distance from the shore.
3. St Catharine's, is an island belonging to the Portuguese, lying in S. Lat. 27. 35. W. Lon. 49. 45. is nine leagues long, and only two over at the broadest place. The land is of a considerable height. Although obscured under the continent of Brazil, it is easily distinguished by the many small isles lying at each end, and scattered along the E. side of it. The soil is luxuriant, producing fruits spontaneously, and vegetables of all climates. other provisions are less excellent of their kinds. The air is damp and unhealthful.
4. St Julian, a harbour of S. America, on the coast of Patagonia, where the ships usually touch that are bound for the South Seas.
5. Cape Horn, at the extremity of Terra del Fuego; situated in 55. 58. S. Lat. and 67. 26. W. Lon.
6. The island Nuestra Senora de Socoro, lies in about 77. deg. W. Lon. and 45. deg. S. Lat.; it is a small uninhabited island; but so well situated for ships entering the South Seas, that Commodore Anson ordered his Captains to rendezvous here.
7. Baldivia, a sea-port town of the province of Chili in South America. Lon. 73. 20. W. Lat. 32. 38. S. It was built by the Spanish general Baldivia, about the year 1551, after he had conquered Chili; it stands between the rivers Callacalles and Portero, where they fall into the South Sea.
8. Chiloe, an island of America, on the coast of Chili, in the South Sea, about 150 miles long, and 21 broad. The principal town is Castro, built by the Spaniards in 1600, and is now the only place possessed by them; it is situated near the centre of the island, in Lon. 75. 5. W. 42. deg 20. min. S. Lat. There are a great number of small islands about Chiloe, which all take their names from it.
9. St Jago, a handsome and considerable town of S. America, capital of Chili, Lon. 71. 5. W. Lat. 34. 10. S. has a bishop's see and royal audience. It is seated in a large beautiful plain, abounding in all the necessaries of life, at the foot of the Cordillera-de los Andes, on the river Mapocho, which runs across it from E. to W.
10. Valparaiso, a town of South America in Chili, Lon. 72. 14. W. Lat.

Lat. 33. 3. S. has a well frequented harbour, defended by a strong fort. It is seated in a valley on the coast of the South Sea, and at the foot of a high mountain.

11. Juan Fernandes, is situated about 48. deg. W. Lon. 34. 45. S. Lat. a small island uninhabited, lying 330 miles from the continent of Chili, is healthful and pleasant, the valleys are fruitful and capable of great improvement. Alexander Selkirk, a Scotsman, lived here four years and four months alone, till he was taken up by an English privateer in 1709.

12. Calloa, a sea-port town of South America in Peru, Lon. 76. 53. W. Lat. 12. 2. S. It has a large harbour, and a good trade. The governor is sent from Spain, and changed every five years. It is five miles from the city of Lima: it was almost totally destroyed by an earthquake in the year 1746.

13. Paita, a sea-port town of South America, in Peru, and in the audience of Quito, Lon. 81. 19. W. Lat. 1. 12 S. has an excellent harbour. It has frequently been plundered by the Buccaneers.

14. Panama, a rich and handsome city of South America, Lon. 80. 15. W. Lat. 8. 48. N. capital of an audience of the same name, with a bishop's see, whose bishop is primate of Terra Firma. It is surrounded with a stone-wall, and other fortifications; and the public buildings are very handsome.

All the merchandize of Chili and Peru is brought here, particularly the gold and silver, and all the commodities brought from Europe. The ships unload at a small island three miles from this place, the water being too shallow to admit of their coming nearer. It is the seat of a governor, and stands on a bay of the same name.

15. Acapulco, a city in New Spain, on a bay of the South Sea. Lon. 102. 20. W. Lat. 1. 2. N. Its harbour is superior to any on the coast, being so spacious, that several hundred ships may ride in it. They send every year a rich ship to Manilla, one of the Philippine islands; and another returns annually from thence to the same port, laden with the best commodities of the East Indies.

This city has high mountains on the east side, is very hot, unhealthy, and destitute of fresh water. From the end of November to the end of May, they have no rain. Except at the time of the mart, while the Manilla ship is in the port, the town has but few inhabitants.

16. Macao, a town of China, in the province of Canton, seated in an island at the mouth of the river Tae. Lon. 113. 5. E. Lat. 22. 13. N. The Portuguese have been very long in possession of the harbour. Formerly they had a great trade here: but now the Chinese prevail, and they are so jealous of the Portuguese government, that they will supply them but with one day's provisions at a time. They have here a Portuguese governor, as well as a Chinese mandarine, to take care of the town and the neighbouring country. The houses are built in the same manner as in Europe.

17. Canton,

17. Canton, a large, populous, wealthy city, and sea-port town of the province of Quantong in China. Lon. 113. 7. E. Lat 23. 8. N. It is seated on the banks of one of the finest rivers in the empire, deep enough for vessels to come up to this place, where all the curiosities of China are brought. It consists of three towns, divided by a very high wall, and is about as large as Paris.

The streets are long and strait, the houses only a ground floor built with earth, and covered with tiles. There are also bazars or covered market-places, full of shops. At the end of every street is a barrier, which is shut every evening, as well as the gates of the city.

The river is covered with barks, which have apartments in them for families, where many reside.

18. Spiritu Sancto, a head-land or cape in the island of Samar, one of the Philippine islands, and is remarkable for being the first land made by the annual galleon, on her voyage from Acapulco to Manilla.—See Note 185. of the Appendix.

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